

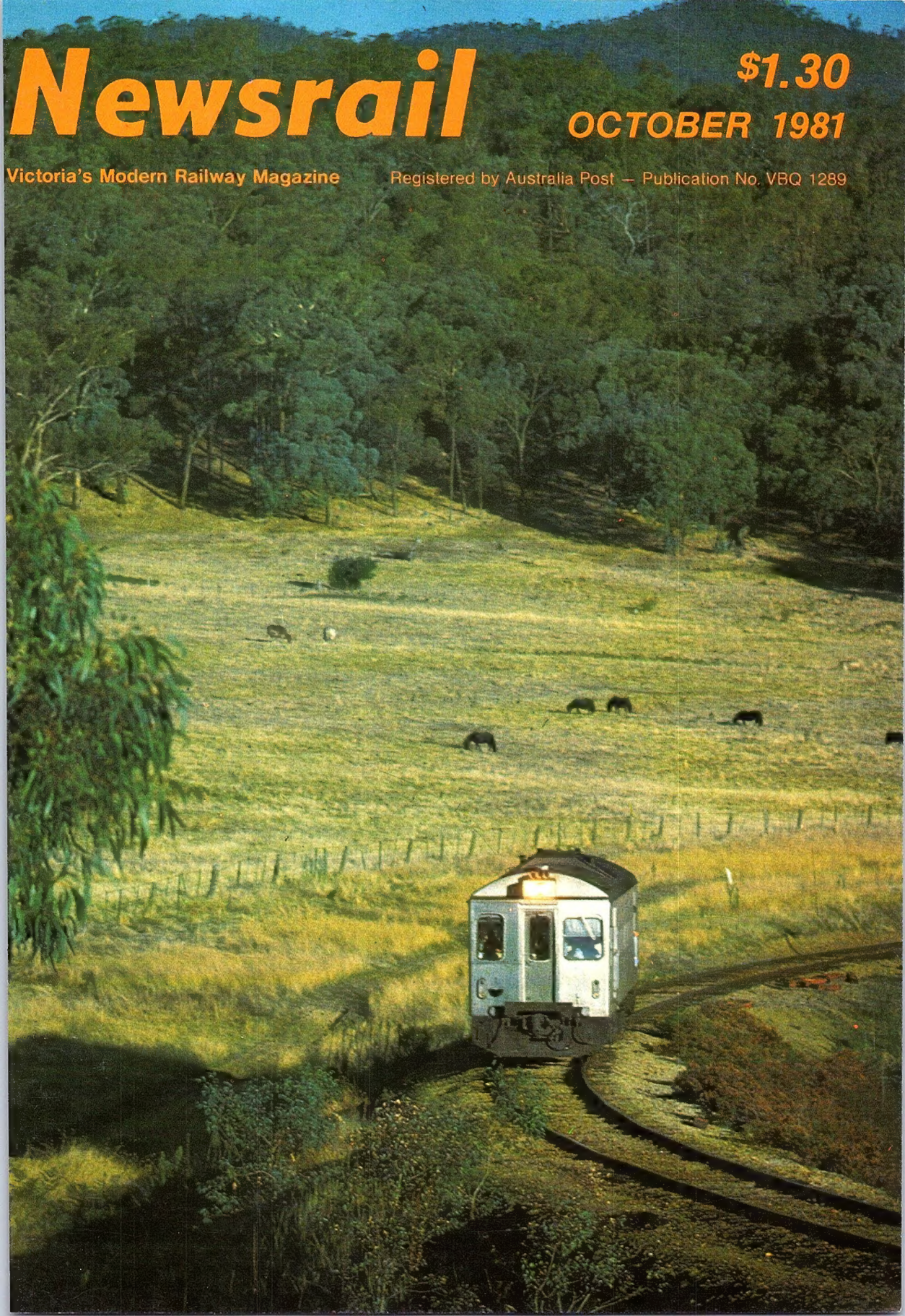
Newsrail

\$1.30

OCTOBER 1981

Victoria's Modern Railway Magazine

Registered by Australia Post — Publication No. VBQ 1289





R707 AT BALLARAT





Newsrail

Vol. 9 No. 9 October 1981

What a changing scene the railway photographer has before him these days. We have the B class changing colour and about to be rebuilt, the E and F class being withdrawn from service and scrapped. The DERM railmotors were to get new motors and an extension of life but the plan has now been changed and it could be that they will not last very much longer.

All the wooden bodied passenger rollingstock is also only living on borrowed time as the whole fleet is to end up as all steel stock. When the electrification finally gets to Werribee we will see the end of the Y class hauled trains and we may even see the H class removed off the Bacchus Marsh afternoon services. With the interurban sets to come into service, Warragul and Traralgon will loose most of their loco hauled passenger trains. In the suburban area, the writing has been on the wall for the Tait cars for a long while now, while the Harris cars are to be rebuilt with a possible change of colour as well.

The next time you are trackside, photograph every train that goes by because there is a good chance that it will look very different tomorrow, if it is there at all.

Front Cover: The quiet of the north-east is disturbed for a moment as DRC42 climbs Gapsted Bank as it returns from Bright on Sat.15.3.1980. For a full report on this trip see p.32 of March 1981 *Newsrail*. (Harry Williams)

SUBSCRIPTIONS FOR NON-MEMBERS

Mailed flat, with supplements not provided with across-the-counter copies.

May - April - \$12.00

November - April - \$6.00

Eleven issues yearly - Jan./Feb. combined.

All subscriptions expire with the April issue. Write to ARHS Membership Officer, Box 5177AA, GPO Melbourne 3001, for subscriptions and details of membership, monthly meetings and activities.

Newsrail is published by the Australian Railway Historical Society Victorian Division and details Victorian railway happenings and related items. Opinions expressed in *Newsrail* are not necessarily those of ARHS or of its members. Material published in *Newsrail* may be reprinted with acknowledgement unless otherwise indicated. ISSN 0310-7477.

Opposite above: R707 sits in Ballarat station having just arrived from Melbourne on a special for the legal profession on 11.7.71.

Having been serviced and turned, the Hudson watches S302 roll through on an Up goods before it too has a run on the main line. (Ken Williams)

FEATURE ARTICLES

Gerang Gerung	228
An All Lines Ticket	229
Railway Museum Expansion	236

REGULAR FEATURES

Traffic	240
Delays, Derailments, Etc.	245
Rollingstock	247
Taildisc	249

PICTORIAL FEATURES

R707 At Ballarat	226
New Colour Scheme	233
E Class in Gippsland	235
13,200 Horsepower	238
Harris Cars in the Country	244
Where is it?	246
Brill Railcar Trailer	246
Trawalla - Beaufort	2488

EDITORS

News Editor: Kevin Wright, 22 Memorial Avenue, Epping 3076.

Articles Editor: Geoff Bainbridge, 6 Carson Avenue, Mont Albert 3127.

Layout/Production and Pictorial Editor: Barry Eadie, Lot 3, Nolan Road, Emerald 3782.

Advertising: Michael de Josselin, 6 Roymar Court, Wonga Park 3115.

Assistants: John Daze, Ross Gorman, Mal Austin, Warren Hall, Andrew Ward.

Closing date for News, Articles and Photographs:
1st of each month.

We would like to thank all who have contributed to this issue and look forward to your support in the future. All articles, items and photos are acknowledged at the bottom.

CLASSIFIED ADVERTISEMENTS (See p.250)

How to Place your Advertisement: Using block letters include full name, address and phone number and send with cheque (no cash) payable to the ARHS to the Advertising Manager, Michael de Josselin, 6 Roymar Crt, Wonga Park, 3115. Closing date of Advertisements is the 15th of each month.

Charges: A minimum of \$2.00 per entry per month. A maximum of 5 words per line and a limit of 6 lines. If more than 6 lines are required a surcharge of 30 cents per line applies.

Gerang Gerung

JACK McCLEAN

Gerang Gerung was opened as a station for passengers and goods when the line was opened between Dimboola and Serviceton on 19.1.1887. It was also a staff station, working staff and ticket with Dimboola on the Up and Kiata on the Down.

Whether or not it was intended that trains should cross there is not clear, as there were no crossings in the Working Time Table, and a plan of the station dated August 1885 shows only a short loop close to the main line, and a carriage dock at the Down end of the passenger platform. At that time, many stations as unimportant as Gerang Gerung had a stationmaster, and then may as well have been a staff station, even if no crossings took place.

The Adelaide Expresses crossed at Dimboola, the Up being timed to arrive at 12.55 am, after which it set back and took the loop for the Down, both trains being timed to leave at 1.00 am. The timings at Gerang Gerung were 12.33 am and 1.20 am, and it would have only needed the Up to be about half an hour late, with the Down on time, for the cross to be moved down to Gerang Gerung. It at least had two home signals, but the engine (a B class?) the two composite cars, the Mann Boudoir car and the centre cupola van, say about 240 feet long, might have proved an embarrassment to the short loop siding!

"Line Clear Reports" were not known by that title then, but the Rule Book did provide for the issuing of a telegram to authorise a train to proceed when the staff was at the wrong end of the section, and we hope that the stationmaster at Gerang Gerung had some place in which he could lock away the staff.

On 16.10.1889, a twenty-lever McKenzie and Holland No.6 Pattern (Rocker) interlocking frame was installed, and a sketch of the arrangement has miraculously survived. From it we can see that, from that date at least, there were, in addition to the main line, a crossing loop and a goods loop. Typical of the crossing stations of that era, it had at each end a distant, a two-armed home signal and points and lock-bars for Main to 2 and 2 to 3. The total of 14 levers was in a frame of 20.

In 1887, the eastbound express left Adelaide at 3.30 pm Adelaide time, which was 25 minutes (more or less) behind Victorian time, but on 2.7.1894 the departure from Adelaide was set back to 4.30 pm, and in consequence the departure from Serviceton was also set back from 10.45 pm to 11.34 pm Victorian time, and it followed that the meeting point was moved west from Dimboola to Gerang Gerung. The Up express was to wait there from 1.10 am to 1.20 am, while the Down express was timed to be there from 1.13 am to 1.18 am. As both trains were timed to stop, I suppose the times were for changing crews, and it did not become a passenger stop until it was notified in Weekly Notice 5 of 1894 as commencing on 1.8.1894.

The 25 minutes time difference between the two colonies was the result of their times being based on the longitudes of their respective capitals. On 1.2.1895, Standard Time was introduced, and instead of Victorian time being 9

hours 39 minutes 54.2 seconds ahead of Greenwich Mean Time, it was to be an even 10 hours ahead. Similarly, South Australian time, instead of being 9 hours 14 minutes 20 seconds ahead of Greenwich, was to be an even 9 hours ahead (it was changed again to 9½ hours on 1.5.1899).

So the difference between Victorian and South Australian times, instead of being 25 minutes for practical purposes, became an hour, and the 35 minutes was gained by South Australians putting their clocks back 15 minutes and the Victorians putting their clocks on 20 minutes, at midnight (old time in each colony).

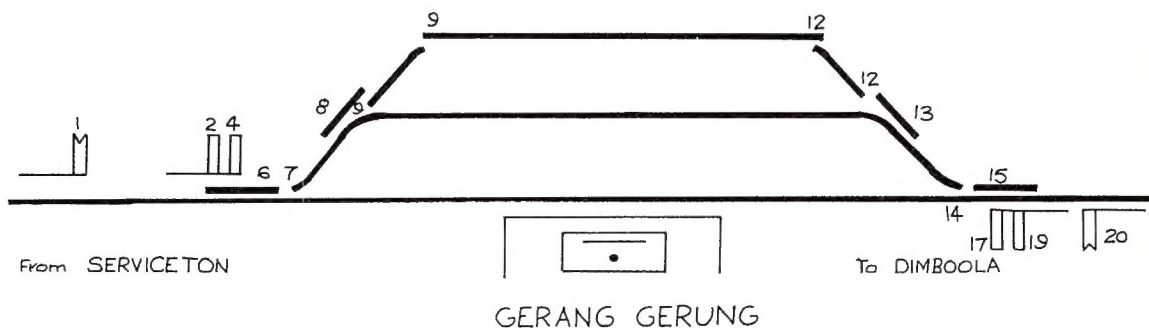
The east-bound expresses still left Adelaide at 4.30 pm, but because of the altered relationship between the two clocks at Serviceton, the train left there at 12.09 am instead of 11.34 pm Victorian time, and so was only able to get as far as Kiata to meet its opposite number.

Gerang Gerung stayed open as a staff station for some time, although nothing is shown in the Working Time Table as stopping there, but it was closed for staff working at least by 17.12.1895, when the interlocking was secured by an Annett lock, the key to which was attached to the train staff for the section Dimboola - Kiata. On 20.10.1898, the interlocking was removed and the points secured by staff locks, the key being an electric staff for the same section.

During the economy drive of 1904 and thereabouts, the name shortened to Gerang, which must often have been confused with Gherang on the Wensleydale line, and in addition from 1912 with Ghiran, a crossing loop on the same line, and it is surprising that the shortened name lasted until 1921 (Weekly Notice 12/21). There was a composite staff provided in the Dimboola - Kiata section, with Gerang Gerung named as the intermediate telephone block post, and maybe this had resulted from the running of the Royal Train preceded by a pilot engine, but I imagine that it was not used all that often.

What might have been Gerang Gerung's twentieth century moment (of glory?) fortunately didn't take place. If the Japanese had landed on the east coast of Australia, trains would have been required to bring troops from SA and WA along the Victorian north-western main line, perhaps at the rate of one every hour and a half, and to cope with this possibility, a number of extra crossing loops were needed. One of these was Gerang Gerung, which gained an extended goods loop, in which to sidetrack trains, and a staff exchange box was provided at Dimboola to hold the Dimboola - Kiata electric staff, while the staffs for the staff and ticket sections Dimboola - Gerang Gerung - Kiata were in use. But the Japs didn't land and the troop trains didn't run and the equipment was removed some time near June 1949.

When I last passed Gerang Gerung, I noticed again the curious station building with a gable on one end and a hip on the other. Was half of it removed sometime, perhaps 1896, and used elsewhere (as half of Lalor went to Melton), and if so where did the other half go?



An All Lines Ticket

NORM HOUGHTON

ALL STOPS TO BAIRNSDALE

The new country passenger services introduced in 1981, beginning with the Shepparton line from 27th April, are changing the face of rural travel. The writer took the opportunity to ride some country trains before the changes were fully implemented, and in July 1981 bought an All Lines Ticket.

It is possible to travel to Bairnsdale on four separate trains, each connecting with the subsequent one, and stopping at every station from Flinders St, so early on the morning of Wednesday, 8th July found us at Flinders St where we boarded the 6.47 Dandenong service provided by a Harris train. Departure was on time and we rattled through the wet, miserable dawn, stopping at every station until pulling into Dandenong at 7.30.

On the other side of the platform waited the Warragul school train comprising L1160-29BCPL-75BPL-76BPL-91BPL-36BW-34BU-3ABE-31BCPL. A few passengers joined the train, mainly car workers, and we whistled out at 7.36. The workers alighted at General Motors, and the near-empty train continued on to Beaconsfield before gathering some more travellers in the form of 5 scholars. Another 9 students boarded at Officer, and each station hereon offered 20 or more passengers, with Drouin presenting the most.

As we sped across the sodden landscape the young passengers made themselves at ease smoking cigarettes, placing feet on seats and skylarking, and one erudite scholar recited from the *Hints for Better Travelling* affixed above the window and we noted that in the space of 20 minutes his mates had violated half of the edicts!

Warragul was reached at 8.45, and here we were able to take closer note of the appalling state of the cars — two missing windows, leaky ceilings and unswept compartments.

We then adjourned to the refreshment room to thaw out in front of the open fire, and were informed by the friendly staff that the room's days were numbered.

E1111 shunted the school train in an otherwise near deserted yard. At 9.11 the Sweeper arrived from Melbourne. This train runs ahead of the *Gippslander*, picking up

at wayside stations to give the name train an express run. On this morning the Sweeper consisted of L1150-43BU-7ABE-20CW. The cars were in the last stages of decrepitude — leaky, holes in walls, loose seats and dirty.

As we settled into our bleak surroundings the 7.20 from Sale glided into the other side of the platform for a refreshment stop. The Sweeper left on time at 9.21 with a handful of passengers. The first stop was at Darnum, where the guard sang out the name. The station is unmanned and was showing signs of vandalism. The next four stops all saw a few on and off, and indicated that the train is mostly used for short local trips. The loco had no trouble maintaining the schedule, and we arrived in Traralgon ten minutes early at 10.15. Seven passengers alighted but we two were the only travellers continuing on by the *Gippslander*.

L1150 cut off and ran to the depot while pilot Y175 shunted the cars. L1162-1174 waited in No.3 road on a timber train. T396-397-379 were at the depot.

The *Gippslander* rolled in at 11.09 behind L1151. The electric was changed for T397-379 and these attached to 24CE-6AZ-Moorabool buffet-3BZ-41BU-5BCE. We boarded our fourth train for the morning, and for the first time in many hours were in a warm atmosphere. Departure was at 11.20.

The stations came by according to the timetable, and patrons were on or off at every station except Stratford and Fernbank. We left Lindenow at 12.55 and, being the last stop before the terminus, the speed was increased so that we arrived in Bairnsdale at 1.10, five minutes early, and, for the writer, 6 hours and 27 minutes after leaving Melbourne compared with 4 hours and 20 minutes for the fastest direct service.

T391 and 36RT were in the Bairnsdale yard, and after shunting was completed we found T397 on the return *Gippslander*, T392 on an Up goods in No.2 road and T379 stabled in No.4.

The *Gippslander* took leave of Bairnsdale at 2.10. There was an uneventful passage to Sale, where on arrival at 3.15 we noted Y166 on an Up goods made up of the Sale freight centre outwards loading. At Traralgon T397 was swapped

L1174 arrives at Morwell with the Down *Gippslander* on 17.10.77. (R M Carlisle)



for L1151 and we got underway on time at 4.10. The traffic level had picked up a little at Warragul on our return journey and we saw L1163 on a Down goods and L1172 and E1111 stabled nearby. Warragul was left behind at 4.57 and we powered into the gathering twilight and rain to arrive back at Flinders St near enough on time at 6.22.

MORE LOST TIME ON THE WESTERN LINE

Our next trip was to Horsham to sample the late running delights usually prevailing on this line. We were not to be disappointed. At 8.30 am on Friday, 10th July we pulled out of Spencer St, after having found a spot in the comfortable and clean consist of 16CE-31BE-14AS-36BE behind B79.

It should be noted that in recent times the VR has generally abandoned policing the platform barrier system at Spencer St, so ticket checking is now the responsibility of conductors. As we experienced, if one stays on the same train for its entire forward and return journey, one's tickets will be checked up to four times. Another innovation is the provision of litter bags, and these are collected by the conductor towards the end of the forward leg of the trip so that the cars require little cleaning maintenance when the turn-around point is reached.

We had hardly left the City before the train began losing time, and arrival at the Melton home signal was several minutes late at 9.15. Here much juggling took place to cross the *Overland* (B64 and X40) and, hard on its heels, the 7.50 Ballarat passenger train of S313-34AW-55BE-33BW-43BW and van. We set out from Melton at 9.29, 20 minutes late.

Ballarat was reached at 10.50, a mere 10 minutes late, and during the refreshment stop the disconsolate faces on the large and anxious crowd on platform 2 showed that the 6.55 Dimboola service was late. This long train pulled in at 11.00 instead of 10.10, crowded with a school group on board. The make-up was B61-VBPY-VBPY-15BW-47BE-13AE-29BE-7BS-2AS-14CW.

Our train made tracks from Ballarat at 11.07 and sped across the plains until checked at Burrumbeet, where a cross and crew changeover was made with B62 and T383 on a Down ballast. Another cross was effected at Beaufort with C506 on an Up interstate goods. A few trippers complete with shopping jeeps hopped on here for Ararat, and we left at 11.55.

Ararat was reached at 12.30. A road bus made the Hamilton connection, so presumably the railmotor service is finished. A few passengers ventured into the refreshment room but the cold biting wind swept the platform clean of bodies, so it was a dismal departure at 12.48, 23 minutes late.

Great Western saw another cross, this time with T369 and Y140 on a very short goods, and we stopped long enough to observe some workmen stripping the station office of moveables. The pile of furniture on the platform indicated that Great Western has just about had its days. Not far from here was the first of three speed checks and halts at new crossing loop works, and we came across them at or near marker posts 145, 159 and 189.

Stawell came up at 1.20. The wrecking gangs have visited Glenorchy and Lubeck, and all the signs of imminent closure of these stations were plain to see.

Murtoa was reached at 2.09 and showed a host of engines — T339-359-370, C507, B76 and Y144. A large number of passengers alighted here. On departure at 2.13 we were 31 minutes late, and if this slow progress was maintained we would have left Horsham before we arrived according to the time table. This almost proved to be so, but we got to Horsham at 2.35, 25 minutes late, and 10 minutes before we were due out for the return journey.

A worried throng of passengers huddled on the platform ready to rush the train, but the stern injunctions over the public address system kept them at bay while the cars were cleaned and the loco and van run around. The more discerning of the passengers had sought refuge from the cold in the warm surroundings of the refreshment room,

heated by two electric floor radiators resting on the counters, and although patrons were loud in their condemnation of the frigid weather it did not seem to diminish their consumption of icy cold beer.

The Horsham refreshment room has been reduced in size compared to its original length, and one has difficulty in comprehending that during World War II this room could serve up to 3000 meals a day to troops in transit.

By 3.00 all was ready; a VBPY truck had been attached to the train, a minor stampede emptied the platform and filled the train, and with neither ceremony, bell-ringing nor announcement the train glided out at 3.04, nineteen minutes late.

The run to Murtoa took 19 minutes, a gain of one minute, and this proved to be the only plus for the return trip. As we departed Murtoa at 3.30 Y144, T370-359 were formed up at the head of an Up wheat train. We made Stawell at 4.13, and this heralded a poor run through the next section to Ararat. Two speed checks due to track works and a cross at Great Western ensured we were 41 minutes instead of 24 in the section.

Our second three-way cross occurred at Great Western where B62 and T383 on a Down ballast and B76 on an Up wheat train deferred to us.

By this stage the time table had been discarded and merely served as an indication of how late we were running. The passage out of Ararat began at 5.00 after a ten minute refreshment stop, and Ballarat was reached at 6.15 (for another refreshment stop) after crossing Down goods trains at Beaufort and Burrumbeet.

The rest of the trip to Melbourne was replete with crosses and late running. Near Warrenheip B60 on the 4.56 Down Dimboola passenger service flashed past on the double line almost on time; Bacchus Marsh gave us another triple cross with C500 on the 5.58 Down Ballarat service (50 minutes late) and H4 and H3 on a Bacchus Marsh commuter run. We left here at 7.43.

Parwan presented another crossing at 7.50; this time the DRC on the 6.25 Bacchus Marsh run (32 minutes late). After this the track was clear and a cracking pace was set to get us to Spencer St at 8.38, a mere 18 minutes late. The Western Line had certainly lived up to its reputation.

TO SWAN HILL ON SUNDAY

The longest day return trip available on the VR is the Melbourne to Swan Hill service that runs each Sunday, and this journey was on our agenda for 12th July. This cool yet sunny morning found us at Spencer St to grab a seat in any one of 1BZ-2AZ (our choice) -38BW or 28AW behind X36.

Departure was made at 9.36, 4 minutes late, but a burst of speed once clear of Sunshine made up the deficit. X32 on the 9.10 passenger service from Bendigo passed us at Gisborne. Kyneton had a collection of locomotives stabled in the form of B83, T363 and T341 on commuter trains.

X36 had no trouble with the schedule, and we pulled into Bendigo on time at 12.05. The train practically emptied itself, and only a handful of passengers continued on after the refreshment stop. Down at the loco depot were Y131-165, T380-338 and X43.

At 12.20 we took leave of Bendigo and paused briefly at Eaglehawk to receive the staff and allow one passenger to alight. The next stop was Raywood, where the guard changed the staff. A notice on the door indicated the station is closed. Another staff change, this time by the fireman, was made at Dingee, and this staff carried us through to Pyramid. We stopped at Mitiamo beforehand but nothing stirred either on or off the train.

The fireman quickly changed the staff at Pyramid and we were off at a smart pace, but not before noticing that five new grain silos are being constructed on the goods side of the yard. The gutted station building at Macorna sheltered no travellers so we sped through with nary a pause.

The first station since Bendigo to have any staff on duty was Kerang, and we arrived on time at 2.01. A ZL van and QR truck were to be seen safely locked away in the council



X37 passes the changing scene at Tottenham on Sat.1.8.81. With the Up line now deviated over the flyover, only the Down line uses the gates and the fast disappearing signalbox. (John Dare)

yard. After disgorging several passengers the train made tracks from Kerang and continued through the salinated wasteland that surrounds the town. This irrigation problem has a practical effect on the operation of the railway in that decreasing land values has led to neglect of boundary fences, thereby allowing sheep and cattle to wander onto the railway reserve to hinder the passage of trains. Numerous carcasses on the trackside and our sudden speed checks on several occasions showed the extent of the problem.

On we sped; ever northwards, past the abandoned stations of Lake Charm, Mystic Park and Tresco (its curious double goods shed still intact), until stopping at Lake Boga, itself just a shade off joining the previous three stations. The station office has its windows blocked off and all time table notice boards removed. A swagman-like figure, looking intent on travel, loitered on the platform but did not board. He was still there 1½ hours later when the train returned, and this time he got on — nothing like being in plenty of time!

Swan Hill was reached on schedule at 2.50 and 345 kilometres from Melbourne. While the engine reversed the van, your scribe had sufficient time to note the following. The yard had several long rakes of GYs engaged in wheat haulage, T412 and T321 were stabled in the loco depot siding, 32RT was stabled near the silos (these silos have been painted a delightful apple green shade) and the car set for the Monday morning service was left in No.2 road.

The platform was deserted until fifteen minutes before departure, when the rush began. Patronage was mostly young people returning to Bendigo or Melbourne for education and work — the usual Sunday night drain of talent from the country that happens all over the State.

A casual departure was made at 3.58, some three minutes late, and pick-ups were made at Lake Boga, Kerang, Macorna and Pyramid. The conductor was kept busy issuing tickets but was able to have a respite after Pyramid, as no more boarded until Eaglehawk.

Bendigo was reached at 6.28, and here an extra three carriages were attached to cater for the heavy patronage.

At 6.55 the almost full train set off for Melbourne. The last available seats were claimed by the patrons from Castlemaine, and after that it was standing room only. Arrival at Spencer St was on time at 9.30.

THE OLD AND THE NEW

The first line to experience the new style passenger service was that of Shepparton, a fact known to the writer from a careful perusal of *Newsrail*, but the effects on the service by the union and local government challenges to lopping off the Cobram leg of the journey were not clear. Nevertheless, when your scribe and companion fronted up to Spencer St on Tuesday, 14th July it was discovered that the proposed time table changes from 27th April were in operation.

B85-7BS-11AS-23BE-11CE were running the 8.47 to Shepparton, on the old schedule and returning at 12.40 on the new service. A reasonable number boarded the train, and the conductor was at pains to point out the new service and the compulsory seat-booking provisions to apply in a couple of months time.

The run to Seymour was uneventful and would have been early but for a signal check at Seymour to permit the Albury train ahead to clear the platform. After a lengthy refreshment stop from 10.24 we quit Seymour at 10.38.

The run along the Goulburn Valley went smoothly. There was a short pause at the run-down station of Nagambie before the now important stop at Murchison East came up. This station is now the transfer point for the Echuca road bus since the cessation of the Toolamba railmotor service, and quite a few passengers alighted. The "Change here for Tatura, Kyabram and Echuca" signs, formerly at Toolamba, had been shifted to Murchison East to advise the unwary traveller. The stop at Toolamba is now a time table formality and we were away at 10.31, three minutes early, having done nothing more than change the staff. Three departmental residences were vacant. Mooroopna had nothing to offer us and we were soon on our way to terminate the trip in Shepparton on time at 10.50.

A road bus waited for Numurkah and Cobram passengers. Y160 and Y158 were busy shunting in the yard. Just before arrival the conductor had gathered all the full litter bags from the compartments, issued fresh ones and was ready for a lightning final clean-up when the cars were empty. As soon as the last of the passengers had disembarked the engine cut off and had the van reversed and train ready for departure in about 15 minutes.

Only a handful of travellers joined for the return trip. Departure was on time at 12.40 and, with conditional stops permitted, the train raced non-stop through Mooropna and Toolamba until halting at Murchison East from 1.08 to 1.18 for no apparent reason other than to adhere to the time table. A cross was made with T356 on a grain train at Nagambie, and after this stop an express run to Seymour was made. A few patrons boarded here during the three minutes allowed, and no refreshments were available. We left right on 2.00 but soon our excellent run was shot to ribbons due to track works between Tallarook and Broadford. Speed checks, stops, reverses and wrong line running caused a loss of over 30 minutes. The balancing Shepparton service, B76 and three cars, passed by south of Broadford. T332 and X52 were noted on a train at Apex Quarry Siding. Spencer St was reached at 3.45, twenty five minutes late.

SOUTH WESTERN SIDE TRIP

On Wednesday, 15th July we enjoyed a respite from the long journeys to date with a side trip to Warrnambool. We joined the 9.35 service from Melbourne at Geelong during its refreshment stop. Departure was on time at 10.40 and B83-19AW-51BE-2AS-11CE continued its westward journey with a few more passengers.

One traveller boarded at South Geelong. Further stops were made at Moriac (conditional), Winchelsea and Birregurra before an early arrival at Colac for a refreshment halt between 11.42 to 11.55. There was very little loading at the freight centre, and this bleak picture was compounded by the sight of a mechanic fiddling with the inards of the centre's immobile fork lift.

Pirron Yallock was passed non-stop at 12.03, and 8 kilometres further on at marker post 110 were a J and an RY truck resting in the bracken fern at the trackside. A lengthy halt of eight minutes at Camperdown was made to allow the time table to catch up, but we were away at 12.29, one minute early. Boorcan was by-passed but we halted at Terang in a practically deserted yard, and one solitary soul got on for Warrnambool.

The hut and signal at Mortlake Junction were still intact on that day. The conditional stop at Panmure had nothing to offer so the train flashed past on to Allansford, where a group of pre-school children was waiting to enjoy a train ride, and scrambled in for the short stretch to the terminus.

Arrival at Warrnambool was on schedule at 1.25. We then entertained ourselves with the town's attractions for the next three hours, and on returning to the station found all ready for departure. The newspaper and sweet stall on the platform was open for business. T356 stood in No.2 road at the head of the Up evening goods. A few minutes before our departure the guard came through and asked if there were any passengers for Allansford, Panmure, Boorcan or Pirron Yallock. There were no takers, so the train ignored these stations during its passage.

We left on time at 4.25 and ran express to Terang, then non-stop to Camperdown, and yet another express run to Colac for the refreshment stop, where a fair number of passengers availed themselves of food and drink.

A pause at Birregurra at 6.18-19 revealed that although the station is unmanned the platform and waiting room lights were on. The staff was exchanged at Winchelsea at 6.31, and we were off for the run to South Geelong. The train slowed for Moriac but no one was waiting on the unlit platform so we quickly accelerated eastwards and pulled into South Geelong at 7.00, where we alighted.

THE 'MARSH MOTOR

Our itinerary for Friday, 17th July was one of comparative leisure involving a return trip from Geelong to Bacchus Marsh via the Werribee railmotor.

We sallied forth from Geelong on the 12.20 comprising T406-34C-21BW-39AW-16BW-18C and alighted at Werribee at 1.00. Here we transferred to 56RM and departed on time at 1.10 for the all-stops-to-Newport journey. At Newport we transferred yet again to an electric train to continue through to Spencer St, where we proceeded to platform 5 to board the 2.15 Bacchus Marsh railmotor.

The rumble of a diesel engine greeted our ears as we progressed up the ramp and our eyes set upon, not a railmotor, but the unusual combination of X42 and 26MT. We boarded this adequately-powered local train and somehow found a seat amongst the crowd. The train started on time, and after pick-ups at Footscray and Sunshine it was a full house to Ardeer where a few disembarked.

Meanwhile a sound resembling escaping compressed air occurred whenever passing platforms on the left hand side. The trailer had a distinct lean to the left owing to some defect of suspension and was scraping the platform edges. Arrival at Rockbank was a few minutes early at 2.51 so we waited to make up time and continued on at 2.57. Most of the travellers quit the train at Melton and it was a near-emptily arrival at Bacchus Marsh several minutes early at 3.22.

The loco ran around and readied for the return 3.40 service. Station staff and the loco crew spent several minutes examining the scrape marks on the trailer and discussing the problem, but seemed satisfied to take the trailer on, provided each platform was passed at reduced speed.

Eight passengers boarded the trailer and all looked imminent for departure until we were suddenly ejected and told that a bus would replace the defective train. While we lounged in the sunshine in the car park the trailer was shunted around the yard but came back to the platform and we were told the train would run after all. We piled back into the trailer and departed forthwith at 3.50, ten minutes late.

The X class applied plenty of power to make up the lost time, and despite low speeds past every platform, the deficit was steadily whittled away. At Melton a large crowd joined the train and we were away at 4.04, 6 minutes late. Two more passengers boarded at Deer Park, when we were 3 minutes late. At Sunshine the shortfall was 1 minute, and arrival at Spencer St was right on time at 4.45.

This gave us ten minutes to find our way onto the 4.55 Geelong express. This swift service behind B81 was up to expectations, and we arrived at Geelong exactly one hour later.

Other trips were made besides those mentioned above, and while the 4,294 kilometres of travel was not an "All Lines" ticket record it proved, nevertheless, a worthwhile experience to ride the rails before an era disappeared.

Now Released

A.R.H.S. 1982 CALENDAR

Each month is printed in full colour and all States are represented. It is spiral bound and a convenient size, 335 mm x 245 mm. All public holidays are included and there is space for appointments to be noted.

Recommended retail price: \$3.95

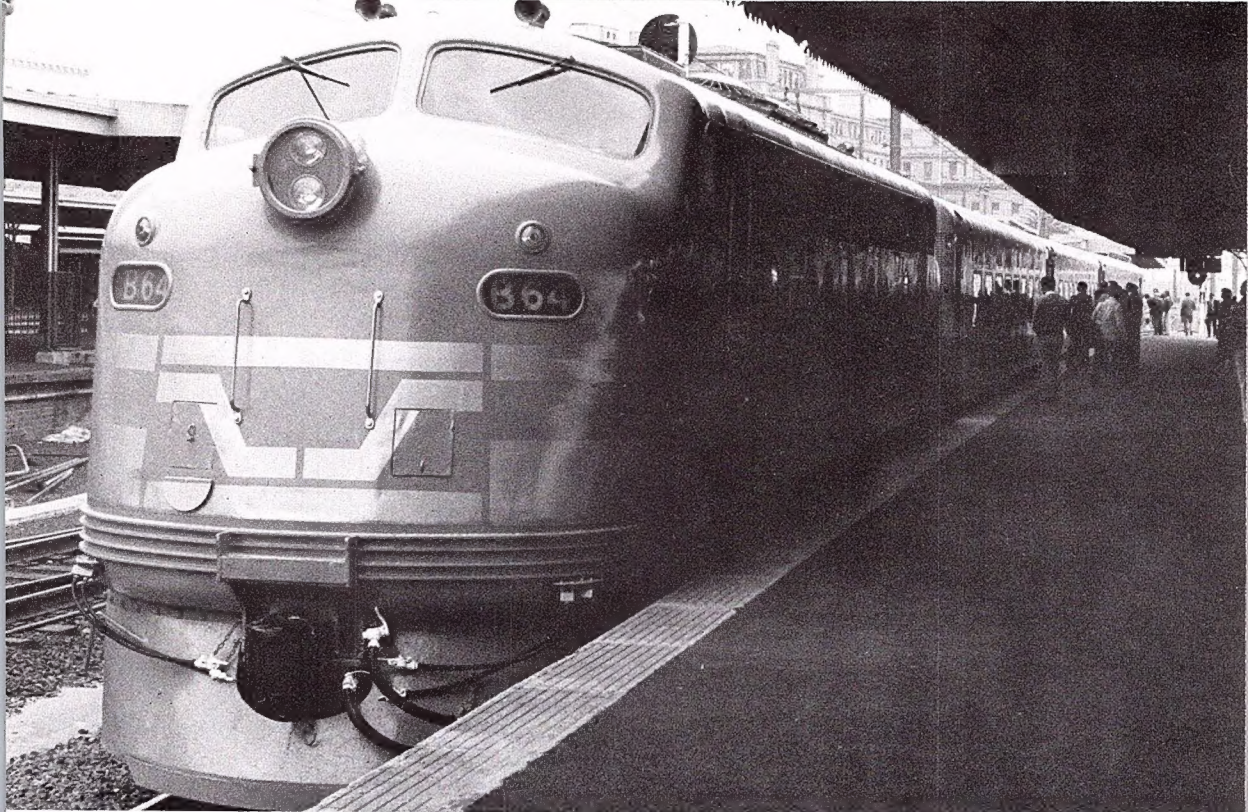
Members: \$3.50, \$3.95 posted

Post your remittance to

A.R.H.S. SALES

P.O. Box 333, Box Hill, 3128

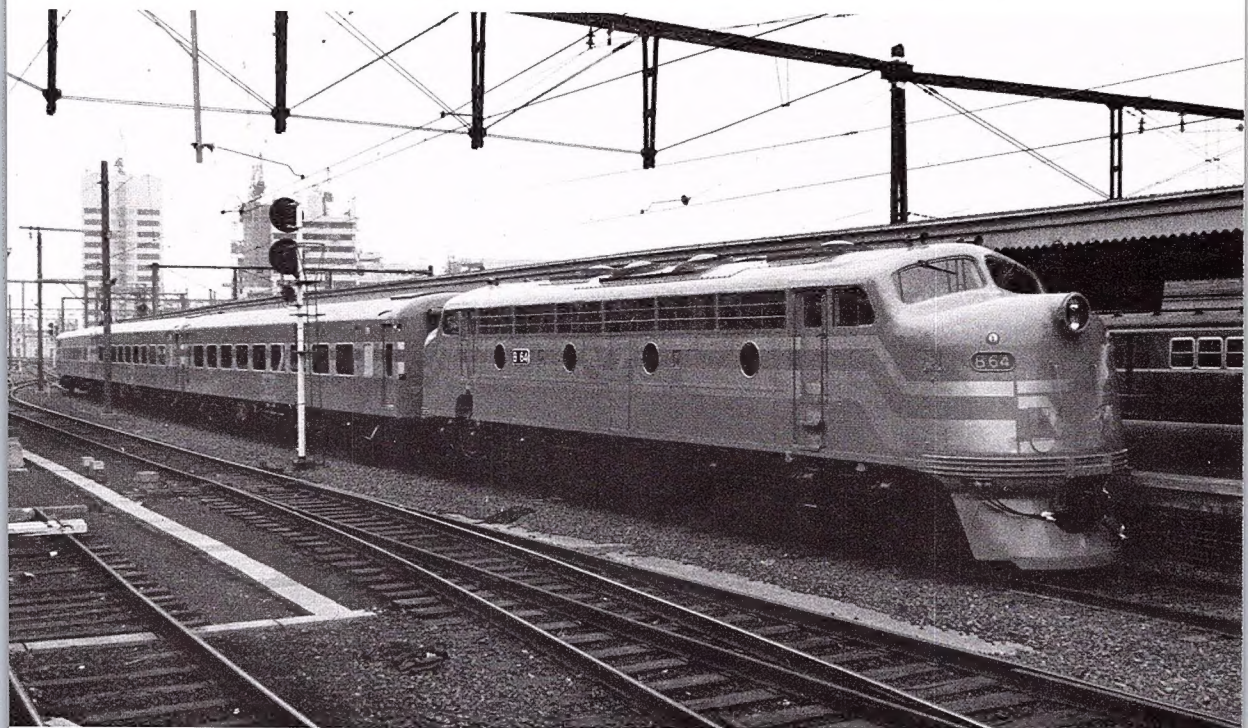
Cheque or Money Order (Post stamps not accepted)



Above: Repainted but not rebuilt, B64 sits at the head of the first set of new country cars as commuters and VicRail staff have a sneak preview of the new country trains at Spencer St on Wed.9.9.81.

VicRail's new country train image. The colour scheme of tangerine and silver certainly makes the motorist stop at level-crossings. (Both photos, Greg King)

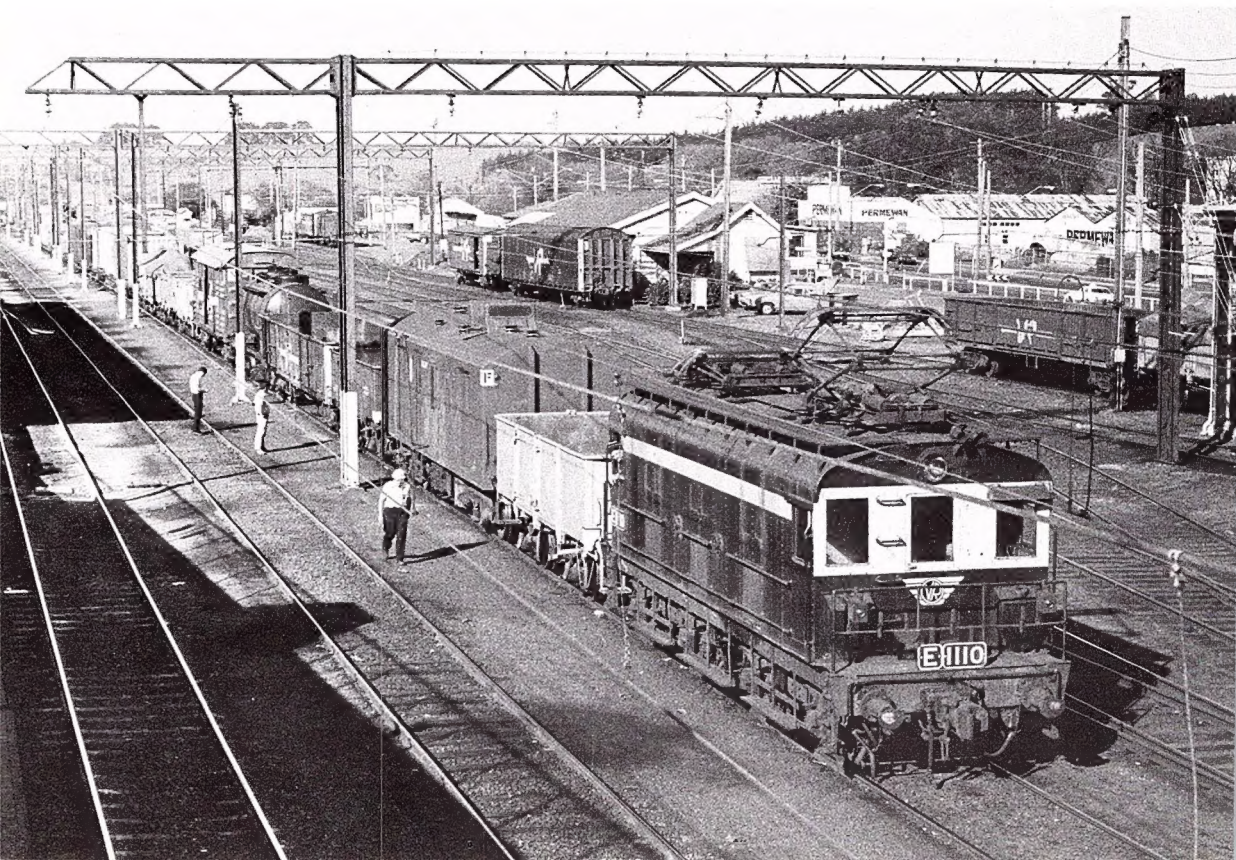
New Colour Scheme





E1108 waits at Traralgon at the head of an RTA special on Sat.12.9.81. Normally the Warragul yard pilot, the E had a run on the main line because it was to be withdrawn by the end of September, leaving Warragul with a pilot. (Richard Kues)

E1110 carries out its shunting duties at Warragul on Thurs.14.5.81. (John Dare)





Above: E1108 near the briquette siding at Morwell while on the RTA special on Sat.12.9.81.

E CLASS IN GIPPSLAND

Below: The E class with its short train approaches Moe on its way home. (Both photos Richard Kues)



Railway Museum Expansion

In July of 1981, the Council of the ARHS made a submission to the Minister of Transport the Hon R R C MacLellan, in respect to a proposed expansion and improvement of the Society's Museum at North Williamstown. Extracts from the submission are reproduced below.

The Museum is one of the principal activities of the Australian Railway Historical Society — Victorian Division.

The Victorian Division has over a thousand members. The purpose of this Division is the preservation of material relating to, and the encouragement of interest in, all aspects of Victorian railway history.

The Museum was established in 1961 on an area of land in the south-east corner of the Victorian Railways Newport Workshops site. The present area of 6.030 m². (64,906 sq. ft.) is made available by the Victorian Railways at a nominal rental of \$10 per annum.

Many members of the Society have given countless hours of voluntary service to improving the Museum and opening the display to the public. In 1979 the National Trust accepted the Museum as operating under its aegis.

The growth and progress of the Museum have now reached the point where not only are exhibits crowded but there is no more space for additional exhibits. There are few prospects of appreciable increases in attendance in the present restricted area with its limited facilities.

Many interesting items of unused rollingstock are being held by the Victorian Railways in the western part of the Workshops area awaiting accommodation in the Museum where there is now no space for them.

For the Society's Financial Year to 30th April 1981 there was a total of 48,077 attendances. This is a very high figure considering the Museum is open only on Saturday and Sunday afternoons, on Public Holidays and for mid-week group visits by arrangement. The Museum is self supporting and has never received financial assistance from sources outside the Society.

Over the years an amount of approximately \$28,000 has been accumulated and set aside for museum building purposes. Since 1961 income has totalled \$132,000 and expenditure \$104,000, of which most has been spent on restoration of exhibits and area improvements.

If stagnation of this successful voluntary enterprise is to be avoided, more land and a suitable building are essential. A Sub-Committee appointed for this purpose recommended a westward expansion into the Victorian Railways land not now used for any Workshop requirements. This would permit accommodation of stored exhibits and of suitable diesel locomotive types when withdrawn from service in the future.

A formal request has been made already to the Victorian Railways for more land. It has been intimated that a grant of an additional area to the west may be anticipated.

Probably the greatest disability experienced during the past twenty years is that all the major exhibits (locomotives and other rollingstock) stand in the open at the mercy of wind and weather and the rapid corrosive effect of salt air. This creates an enormous maintenance burden, in terms of both manpower and cost.

The best answer to the lack of cover would be the construction of a display building with provision for four rail tracks for those exhibits requiring greatest protection from the weather. An upper floor would provide a lecture room and display area for smaller exhibits. (The approximate cost of a suitable building is \$500,000.)

RECOMMENDATIONS

1. That the area available to the Museum be increased. This has already been requested of the Victorian Railways.
2. That the State of Victoria make a capital grant of \$650,000 towards: (a) cost of track-work and other infra-structure in the expanded area; (b) construction of a display building.

The grant is sought over a period of three years to permit a steady progression of expenditure. An initial amount of \$200,000 would be needed in the first year for track-work, infra-structure expenses, including boundary fences, electric power works, plans, fees and preparatory work. In addition, part of this amount would be required for the early stages of construction of the display building.

CONTINUED OPERATION

For the present, the Australian Railway Historical Society would continue to operate the Museum for the benefit of the people of Victoria, and interstate and overseas visitors. After its improvement as proposed above, the Museum would be of such a high standard that it would justify, in fact would need, to be opened more during week-days. At this stage its incorporation in a State-operated facility, such as the Science Museum of Victoria could be considered.

EXHIBITS ON DISPLAY AT THE RAILWAY MUSEUM

Locomotives:

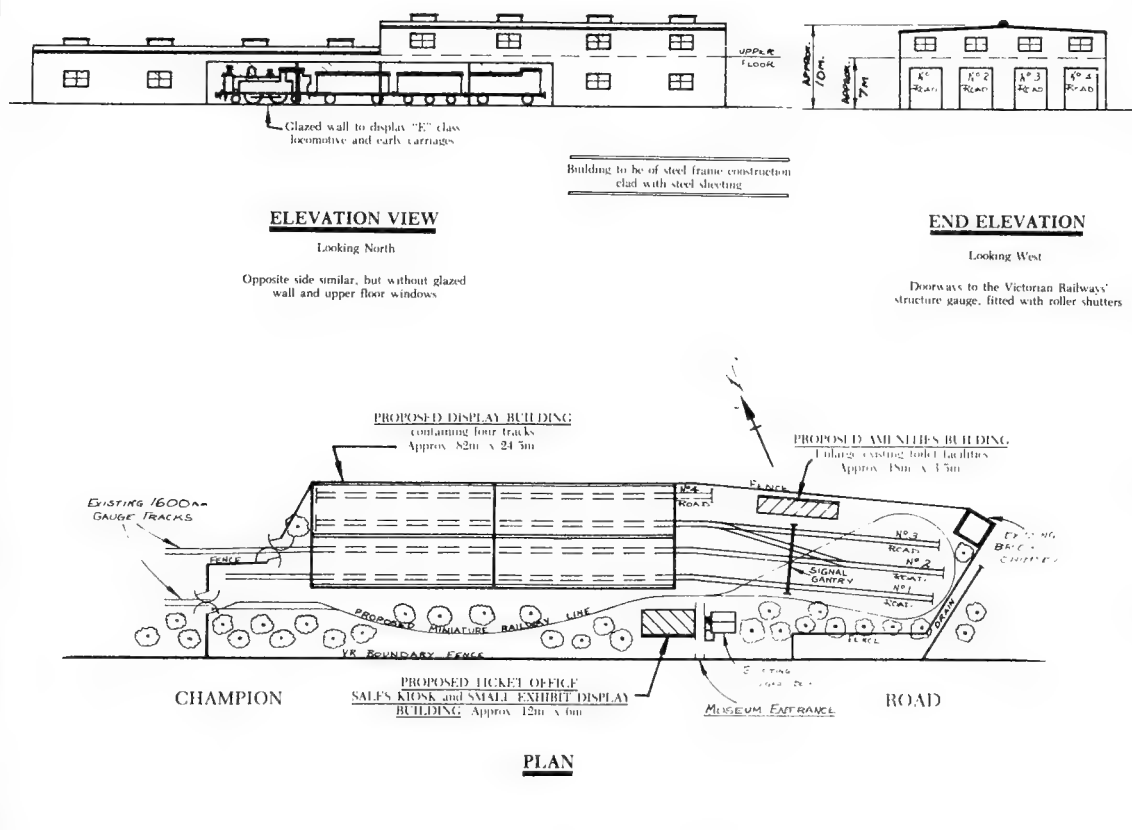
A*884: Express passenger engine — Stephenson	1913
A*995: Express passenger engine — Walschaert	1916
C10 Heavy goods: engine	1922
D*604: Passenger engine	1911
D*635: Light lines engine	1911
D*268: Suburban passenger engine	1910
E236: Suburban tank engine	1893
E369: Suburban passenger engine	1892
F176: Passenger motor engine	1880
H220: Heavy passenger engine — <i>Heavy Harry</i>	1941
J559: Light lines engine	1953
K165: Light lines engine	1941
N432: Light lines engine	1951
R704: Express passenger engine	1950
T94: Mixed Traffic engine	1884
X36: Heavy goods engine	1929
Y108: Heavy goods engine	1889
ASG33: Narrow gauge Garratt goods engine	1945
No.2 Crane tank engine	1890

Carriages:

Norman Railway Commissioners' inspection car	1890
Torrens Joint stock (VR/SAR) sleeping car	1909
11AA American type saloon car	1880
8M Suburban swing door electric motor car	1888
12AB Old passenger car	1875
136AB Old passenger car	

H220, *Heavy Harry*, in the Railway Museum in Sept. 1963, along with C10 that is about to receive visitors. (Both photos Barry Eadie)





Other Exhibits:
 22RM 153 hp Walker railcar
 220ZL: Goods guards van
 IB5452: Goods wagon
 H925: Four wheel van
 H958: Goods van
 No.15 BP Oil Wagon
 Rail Tractor 1930
 Postal Motor Trolley
 Motorised Trolley
 Motorised Quadricycle
 Quadricycles

1948 Water Crane
 Wig-Wag Signal
 Signal Box from North Williamstown
 1890 Display Room
 1902 Ticket Box
 McKinnon Level-Crossing Gates

EXHIBITS ON HAND AWAITING PLACEMENT

II0411 Goods wagon
 RY600: First all welded steel wagon
 174Z: Goods guards van
 30Q: Pintsch gas tank car
 IA6843: Tommy Bent open goods wagon
 No.19 60 ton wrecking crane
 94N: Match truck for No.19 crane
 Navy Dockyard crane
 Market St bridge of signals
 201BT: Suburban experimental sliding door electric carriage
 350T: Suburban sliding door electric carriage
 77WW: Mansard roof passenger carriage
 30AV: Historical passenger carriage
 76WW: Post Office carriage
 No.3 Passenger carriage
 No.9 Passenger carriage
 9YZ: Passenger/guards carriage
 X class Carriage
 Y class Carriage
 YZ class Passenger/guards carriage
 85RM: 280 hp Walker railcar
 59MT: Railcar trailer
 200MT: Brill railcar trailer
 No.53 Victorian Railways Tram







Traffic

GENERAL

Fare rise criticised: The Train Travellers' Association has accused the State Government of inefficiency for increasing public transport fares by more than the inflation rate. The Minister for Transport, Mr MacLellan, announced that, from 4th October tram fares would rise by an average of 15% while train fares would increase by an average of 13%. The inflation rate is 8.8%.

Mr MacLellan said the Government was anxious to recover half of the cost of operating public transport. Recent cost increases had made this impossible without fare rises.

The Leader of the Opposition, Mr Wilkes, said the Government should concentrate on providing clean, fast, cheap, safe and comfortable services rather than putting fares up. (IB)

Underground speed restriction: Workmen at Flagstaff and Parliament stations have succeeded in getting VicRail to tell train drivers to slow from 70 km/h to 40 km/h as they pass through the uncompleted stations. But VicRail is reviewing the instruction. A VicRail spokesman said that the slowing of the 258 trains which passed through the loop each weekday meant the loop's speed advantage was being lost. (IB)

New suburban trains delayed: VicRail will get only three of five new Silver trains it was supposed to get this year as part of a \$108.5 million order for 50 trains — and this could extend the life of the "red rattlers" into the 1990s. The Train Travellers Association said that, based on VicRail's present replacement and rebuilding programme, it would be 1987 before it had 36 new Silver trains to replace the 37 red trains now in service. VicRail's general manager, Mr Robert Gallacher, confirmed that it was now likely that only three of the five would be available to VicRail this year. He blamed industrial problems at the Comeng factory in Dandenong for the delay. (IB)

National Trust stations: There are a number of railway stations in Victoria that are listed for preservation by the National Trust because of their architectural characteristics but one station that probably comes as somewhat of a surprise and one that is no doubt taken for granted by the many people that use it during the day is the suburban station of Clifton Hill. The station is situated as the junction of the Hurstbridge and Epping lines.

The brick station building at Clifton Hill was erected for the Victorian Railways Department during the late 1880s. It is one of 11 similar designs used principally in the metropolitan area. The plan of the building is symmetrical about the axis of the booking lobby. To one side are the station offices and to the other are the waiting rooms. The corrugated iron wings situated at either end of this building were once common to all examples of this design but now survive only at Clifton Hill. They include toilets and a porter's room and yard.

The design, which features Gothic style details, represents a departure from earlier classically derived station architecture. The timber verandah situated on the Melbourne platform is centrally supported on timber posts, whilst the roof is carried on king post trusses and runs the length of the portable station building. This type of verandah was once quite common on the network but survives today only at Clifton Hill.

Thus, Clifton Hill is a significant complex in that it is the only surviving intact example of this important standard station building design. The survival of the timber verandah opposite is also unique.

Other stations classified include Maldon, Hawthorn, Taradale, Kyneton, Carlsruhe and Elmore. The adjacent water tower at Elmore is also classified. (GH)

Radio test train: A special train consisting of 3 Tait cars led by 274M ran an express trip to St Kilda and return on 6.8 to test radio frequencies. The train left Flinders St at 10.10 am and returned at 10.35 am. (KW)

Refreshment rooms to close: An end of an era is about to take place in VicRail when the refreshment rooms at Seymour, Warragul and Ararat are closed at the end of September. The rooms which are so much a part of the railway service will be phased out. The rooms will be replaced with on-board train refreshment services which will be a part of the new rollingstock to be introduced in late September. The withdrawal of the refreshment rooms will enable VicRail to speed up passenger services. (KW)

Frankston station upgrade: The State Government will spend \$5 million to redevelop Frankston railway station. The Minister for Transport, Mr MacLellan, said the work was expected to be finished in two years. He said the recommendations of the Frankston Transport Centre Coordinating Committee for the rebuilding and development of the station and the surrounding area had been accepted in principle by all parties concerned. (IB)

Altona service cuts: The State Government had decided to axe all off-peak services on the Altona line, the Australian Railways Union said. The services would be replaced by buses from early October, an ARU official said. He said the union had seen a circular in the guards' room at Newport station which revealed the changes. About five trains would run on the line during the morning and evening peak periods.

Altona Council figures show almost 290,000 passenger journeys were made from Altona last year, which produced \$200,000 in revenue. About 650 parcels were sent from Altona station, boosting revenue by a further \$9000. The Government spent \$300,000 to rebuild Altona station less than a year ago, according to the council (*Herald*, 9.8)

St Kilda and Port Melbourne line services cut: Although the controversial *Lonie Report* recommended that the suburban rail links to St Kilda and Port Melbourne be withdrawn the State Government opted for a scaled down service in an unpopular compromise decision. The new time table commenced operation on Sun.28.8. The Monday to Saturday service will feature trains every 25 minutes but services will cease around 7.25 pm from Flinders St. There will be no trains running on a Sunday. Instead tram and tramway bus routes will provide the alternative service and all rail tickets including periodicals will be available for travel on tram routes 1, 2, 10, 12, 15 16 and bus routes 201, 202, 203. The rail cuts angered the Rail Unions and there was even the threat of industrial action over the new time table. VicRail General Manager said the reductions would help to cut costs but the line would still continue to run at a loss. (*Sun*, 18.8)

Budget grants: The 1981/82 Budget recently handed down by the Federal Government contained some unpopular tax burdens for the consumer but VicRail received some long overdue allocations for upgrading existing trackwork and rollingstock replacements. Brief details of the allocation is as follows.

1. A special loan of \$19.1 million as its share of a 5 year national railway upgrading scheme which should permit work to resume on the Ararat - Serviceton section.
2. A grant of \$35 million as a special allocation for Victoria's public transport system. (KW)

Centre Pages: On Sun.23.8.81, No.9132 Serviceton - Melbourne up Jet is seen east of Ballan hauled by C505-510-506-508. Does any reader have a photo of four locos with this much horsepower hauling a train on a government railway or is this a record? (Michael de Josselin)

More train cuts: Due to a shortage of VicRail guards certain service cuts will be made on the Ringwood, Glen Waverley and Broadmeadows lines. The services cut are: the 5.35 am from Broadmeadows, the 7.58 am from Ringwood and the 8.08 am from Glen Waverley (all to Melbourne); the 4.48 pm to Glen Waverley, the 4.57 pm to Broadmeadows and the 5.53 pm to Ringwood (all from Melbourne). VicRail General Manager Mr Bob Gallacher, said the services would be cancelled from 24.8, reducing the need to cancel trains at short notice because of lack of staff. (*Sun*, 19.8)

Rails to Webb Dock expensive: Any rail link to improve land transport to Webb Dock would cost more than \$11.5 million, a State Government inquiry was told. A Ministry of Transport submission said there were two possible rail routes to Webb Dock, but both would require a bridge to be built over the Yarra River. (*Herald*, 18.8)

Update on new country services: VicRail's new country passenger services are now due to commence on 4.10 and it is appropriate that we take a look at some of the improvements that VicRail hope to introduce on 4.10 and in the near future. The Chairman of VicRail is confident that the new services will completely revitalise the railway's role in handling country passengers and has even predicted that a 50% increase in patronage will develop within the next 4 to 5 years. As railway enthusiasts let us hope that Mr Reiher's prediction materialises and that the new services help to produce a new and better VicRail!

To give some idea of the extent of rail service alterations to commence on 4th October, the following are a few examples of increased frequencies in each direction to apply on various routes:

Melbourne - Geelong (weekdays) — increased from 20 to 25 services

Melbourne - Geelong (Saturdays) — increased from 13 to 17 services

Melbourne - Geelong (Sundays) — increased from 5 to 6 services

Melbourne - Warrnambool (weekdays) — increased from 2 to 3 services

Melbourne - Ballarat (weekdays) — increased from 5 to 8 services

Melbourne - Bendigo (weekdays) — increased from 3 to 5 services

Melbourne - Albury BG (weekdays) — increased from 2 to 3 services

Melbourne - Traralgon (weekdays) — increased from 4 to 8 services

Trip times will also be extensively reduced by cutting the number of stops at little-used small stations, curtailment of some refreshment stops, improved train power/weight ratios and more efficient parcels handling. Examples include:

Evening service Melbourne to Warrnambool — 37 minutes faster

Morning services Ballarat to Melbourne — up to 23 minutes faster

Afternoon services Horsham to Melbourne — up to 65 minutes faster

The *Vineland* Melbourne to Mildura — 35 minutes faster.

Evening services Melbourne to Swan Hill — up to 70 minutes faster

Lunchtime services Bendigo to Melbourne — up to 20 minutes faster

Afternoon services Albury to Melbourne — 45 minutes faster

Evening service Melbourne to Numurkah — 44 minutes faster

Evening service Melbourne to Sale — up to 42 minutes faster

More trains will have on-board food and drink services from 4th October as a step towards providing catering services on all inter-city trains by late 1983. Buffet or mini-buffet cars will initially be attached to:

4 services daily between Melbourne and Bendigo

2 services daily between Bendigo and Swan Hill

2 services daily between Melbourne and Mildura

6 services daily between Melbourne and Albury

4 services daily between Melbourne and Sale

Better utilisation of air-conditioned carriages together with the introduction to service of the first 6 new 'N' cars will result in many additional services having air-conditioned vehicles attached. This is a significant step towards the plan to have all country trains consist only of steel-bodied air-conditioned equipment by the end of 1983.

Following the recent finalisation of arrangements for the financing of new and upgraded rollingstock for the country passenger services, these programmes have been considerably accelerated.

The current position is that —

1. 19 of the 54 new 'N' type air-conditioned carriages are now on the production line at Newport Workshops. The first 6 of these vehicles are virtually complete and will enter public service on 4th October. The production schedule calls for 27 of the new cars to be in service by July 1982 and all 54 by late 1983. Meanwhile, both staff and the public will have an opportunity to inspect the new trains in Melbourne and several major country centres before the new timetables are introduced — further details will be announced shortly.

2. Plans are proceeding for the modernisation and upgrading of the existing 'S' and 'Z' type steel-bodied carriages.

3. This work will be carried out at Ballarat and Bendigo workshops. This will include conversion of 10 cars to modern style mini-buffet cars.

4. Negotiations are being finalised for the complete re-building of the 26 'B' class locomotives. The re-built units will have new 2200 hp engines and alternators, new electrical componentry and control equipment, upgraded braking and improved cab conditions. When complete, they will become our principal passenger locomotives and be dedicated to passenger service. This will release the remainder of the fleet for freight working. Meanwhile, two 'B' class locos which have been recently overhauled, will be re-painted to match the new 'N' car livery of tangerine and silver.

5. Tenders have closed for the supply of new equipment required for upgrading of the four Tulloch railcars and work on the first unit is about to commence at Newport Workshops. It has been decided, having regard to their age and the cost of upgrading, not to proceed with the proposed re-building of 6 diesel-electric railmotors and other options for railmotor replacements are currently being evaluated.

6. Plans are being developed for the supply of four new 6-car inter-urban electric trains for use between Melbourne and Traralgon, and tests are being carried out on new suburban train equipment for modification for these services. These units will be similar to the new Comeng trains which will shortly enter service in the metropolitan area but will incorporate more comfortable long distance seating and will have toilets. These trains are scheduled to enter service during 1983.

7. A program to repair and carry out minor re-furbishing of over 80 old wooden-bodied carriages and brakevans has now been completed. This will enable sufficient of these vehicles to remain in service until they are progressively replaced by the end of 1983.

Several infrastructure improvements and additional facilities are being provided immediately and others will progressively follow. The following work has already been completed or is in hand:

1. Track and signalling alterations at Spencer St (6 and 7 platforms area) to allow faster turnround of trains, especially Geelong line services.

2. Overhead wiring on additional sidings at Spencer St to provide for daytime stabling of Traralgon line trains.

3. Re-location of the lost property store and uniform clothing depot away from Spencer St to allow conversion of the building to commence for the new trading and catering Services central complex. This will, in turn, replace the existing dining car depot at Dudley St, the T.C.S. central store in Flinders St, and other scattered catering facilities and provide an up-to-date facility for the servicing of all on-train operations.
4. Retention toilet servicing equipment for Spencer St has been delivered and a further unit for use at Geelong is to be supplied in the near future.
5. Design work is proceeding for the provision of a new carriage washing plant at Spencer St with a modern carriage servicing facility at Dudley St to replace the dilapidated shelter shed buildings. It is the intention as soon as practicable to have all country passenger trains washed through an automatic car washing plant each two to three days.
6. Additional power and water supplies are being provided at several locations to facilitate more efficient carriage servicing. Fuelling points are also being provided to fuel the diesel alternator sets on the new 'N' cars.

The Government has authorised VicRail to develop a substantial leverage leasing arrangement to pay for the locomotives and other rollingstock.

This system of financing is not new and has been used in the transport field in Victoria and elsewhere for a number of years. Several years ago it was used by the then Public Transport Commission of New South Wales to obtain 750 Mercedes-Benz buses for the Sydney and Newcastle public transport fleet. (*VicRail*)

'Sun super run': The popular 'Sun super runs' were held on Sun.6.9, and as has been the recent practice the long fitness run finished at the Flemington Racecourse. To return the weary runners to their homes no doubt for a well deserved rest, VicRail ran 6 special Silver trains between Flinders St and the Flemington Racecourse platform. The runners were conveyed free of charge to either Flinders St, Jolimont or Richmond. (KW)

WARRNAMBOOL LINE & BRANCHES

Link Tours for Warrnambool: Direct Link Tours of Oakleigh are planning weekend tours to Warrnambool with a maritime theme. The first tour is planned for March 1982. Direct Link Tours currently operate weekend tours to Swan Hill and Rutherglen, carrying about 6,000 passengers per annum. With the addition of Warrnambool and Bairnsdale as destinations, it is hoped to increase this to 24,000 passengers per annum. (WDSRS)

Tender for new station at Werribee: Tenders closed on 16.9 for the construction of a reinforced concrete pedestrian underpass and ancillary works at the Werribee station. The subway will be about 130 metres in length and up to 20 metres in width and will eventually incorporate new rail station offices and shops and will link Station St with Manly St. Work will include excavation for the underpass, ramps and concourse area including construction of a reinforced concrete floor walls and part of the roof. The supply, fabrication and erection of steel work for station canopies is also included together with drainage work. The supply and erection of temporary steel work to support the existing operating rail tracks is being carried out by the Victorian Railways. (*Age*, 15.8)

Extra traffic to Williamstown: Some out of the ordinary runs to Williamstown recently have been as follows: 12CM arrived Williamstown at 1.47 pm on Tues.4.8, shunted out behind signal on Williamstown Pier line and departed after the 2.00 pm Up service had cleared the block section to Newport. On 10.8 a track testing machine recorded over both lines to Williamstown, noted on the Up at 2.33 pm at Williamstown Beach. (WH)

New Silvers: On Wed.5.8 new super Silvers 2T and 304M were brought into the yards at Newport shortly before 5 pm, between X34 and a ZL van. The X class left at about

5.15 pm and the Silvers were left there overnight and placed into Newport Workshops the next day, joining 303M and making a full 3 carriage set at Newport Workshops. (WH)

SERVICETON LINE & BRANCHES

Jet via Geelong: The 7.00 am Up Jet from Serviceton ran to Melbourne via Geelong on 13.8 and was seen at Lethbridge hauled by C503 and C509 with a load equal to 96 for 2086 tonnes. (KW)

Western line speed up: As new works come into service, VicRail expects all passenger services, including the *Overland* will be further accelerated and their punctuality improved. Originating in Adelaide, the *Overland* has connections from Perth and Alice Springs. These connections are a factor in the late running of this train. Acceleration of the train to arrive in Melbourne by 9 am, is further impeded due to the inadequacy of crossing loops and signalling facilities between Melbourne and Serviceton. VicRail has a program to provide a new signalling system, and long crossing loops over the whole route during the next few years. First stage of this work, between Murtoa and Dimboola, should be commissioned by mid-1982, and the Ararat - Serviceton section during 1984. (*Wimmera Mail Times*)

Multi units: Seen on the main western line on Sun.23.8 were as follows: B66-B83-S311, 8122 Up pass. at Bacchus Marsh at 10.00 am. C505-510-506-508 (12,000 horsepower!!) 9132 Up Jet at Ballan from 12.05 to 12.45 pm, held due to troubles on the *Steamrail* trip to Ballarat with K190. B83-B?-B62 on a Down pass. at Bacchus Marsh at 7.40 pm. (WH)

Ballarat TV excursion: To cater for a special outing by employees of Ballarat television station BTV6, cars, AJ, Club Car and a PCO power van were conveyed as the leading vehicles on the 8.30 am Down Horsham pass. on 12.9. The cars were the trailing vehicles on the return trip the same day. (KW)

MILDURA LINE & BRANCHES

Car number 1BG: 1BG made a rare appearance at Mildura on Mon.10.8, being attached to the *Vineland* for the conveyance of a group from Rusden College, Melbourne, to Hattah. 1BG was worked back to Melbourne on the Up *Vineland* that same night. (BMCL)

BENDIGO LINE & BRANCHES

Bendigo lines derailment risk: A rail disaster could occur near Bendigo because of declining track inspection and maintenance staff, a senior rail union official has warned. VicRail had to take full blame for two recent derailments in the Bendigo area, said State organiser for the Australian Railways Union, Mr Jim McNamara.

Mr McNamara said the region faced the prospect of a mini-Granville train disaster if VicRail introduced the new country passenger services without increasing maintenance and inspection staff. He said plans to lift frequency and average speed of trains on the Melbourne - Bendigo - Swan Hill line would increase the risk of derailments.

Mr McNamara said recent freight train derailments at Goornong and at Eaglehawk were the result of VicRail's staff pruning. He said two trouble spots on the Eaglehawk - Korong Vale section had been reported in the past two months but had not been repaired. There were insufficient track maintenance crews to keep up with the work, he said. VicRail had cut staff in the ways and works area by two thirds in the past five years. (*Bendigo Advertiser*, 20.7)

Excursion to Robinvale: The Australian Railway Exploration Association ran a special train to Robinvale over the weekend of 31.7. The train was made up C van, Sleeper No.9, Sleeper No.10, *Carey* Shower car and T class loco. The train left Spencer St at 9.25 pm on 31.7 and returned on 1.8 at 8.07 pm. (KW)

Power to spare: The 7.25 pm Down Bendigo pass. was seen passing through Sydenham hauled by S315, S309, X37 and X32 with 6 cars. (CC)



SRS141, the Rail flaw Detector tests the standard gauge at Craigieburn during its journey to Albury on Sun.19.8.81. (John Dare)

Ys on freight: The 3.30 pm Bendigo to Melbourne was seen at Kangaroo Flat struggling upgrade with train locos Y120 and Y138. (CC)

Excursion ex Bendigo: The Rail Tourist Association ran a special train from Bendigo to Deniliquin and return to Melbourne via Toolamba over the weekend of 8.8. The train locos were W class from Bendigo to North Bendigo, T class to Echuca and Y class to Deniliquin and a T class from Echuca to Melbourne. The train consisted of *Yarra*, BE, and *Goulburn*. Saturday night was spent in Echuca. (FS)

Echuca sightings:

3.8: Y166 and 168 in the yard and Y167 arrived with a goods at 5.25 pm.

5.8: Y166 and 167 in the yard whilst T406 arrived at 5.30 pm with the *Train of Knowledge* and departed via Toolamba.

7.8: Y168 arrived on an Up goods at 4.10 pm with 10GYs and 25 GH wagons. Y168, Y167, Y117 departed with a goods for Bendigo at 5.15 pm.

19.8: Y167 and 168 left with Up goods at 5.15 pm.

20.8: T378, Y166 and Y167 in yard.

25.8: T369, Y166, Y167, Y168 in yard at 4.30 pm. First three locos left on Up goods.

28.8: T338, Y166, Y168 and 43RT in yard.

30.8: Y168 and track recorder car stabled in yard.

31.8: T325, Y166, T323, Y168 and Y167 in yard. (FS)

Bendigo report:

24.8: T357 on Down Swan Hill pass. and T327 on Up Swan Hill pass. Dining car *Avoca* added to 12 noon Up pass. at Bendigo. Locos Y162, Y168, Y132, Y175, W249 as pilots. Loco X42 hauled the Up noon pass.

26.8: The 5.04 pm Down Bendigo pass. was hauled by locos S309 and S304 with 13 cars trailed by two bogie louver vans. T380 and T399 arrived at 7.50 pm whilst T373 hauled the night Swan Hill pass. (FS)

Bendigo to Geelong goods: The 10.30 pm through goods from Bendigo to Geelong on 14.8 was hauled by four locos in the form of X45, Y153, Y168 and Y117. (KW)

To Bendigo: The 8.45 *Great Northern Limited* from Spencer St on 20.8 (X42, 5/250 tonnes) was shunted to the Up road after stopping at Woodend. This smartly performed move put the train 5 minutes behind. Lifting and packing machines, together with Way and Works road trucks (straddling the Down track well away from level-crossings!) were passed on the section to Kyneton, where departure was 11 late. Good running and recovery margin saw arrival at

Bendigo 1 minute late. The return 12 noon Up was X42, 8/355 tonnes, including *Avoca* as its refreshment facility. (JRP)

Catering opportunities lost: A member who travelled to Bendigo on 20.8 expressly to partake of a meal in the 12 noon pass. enroute to Melbourne, was concerned at two matters, apart from the plan to 'rationalise' the train's refreshment arrangements:

1. There was no public address announcement to passengers arriving Bendigo from the *GNL* — that station refreshment rooms were open. Bendigo refreshment could be marketed to the number of travellers who are making for the buses outside No.1 platform, since most of those buses wait 30 minutes after train arrival time.
2. Passengers on or joining the 12.00 noon Up were not informed that meals or refreshments were available on the train. There was no platform or on-train announcement. (JRP)

Community excursion: The Kangaroo Flat Community Health Centre organised a special train to run from Bendigo to Kyneton on 22.8. The train consisted of Dance Car, CW, AW, 2BU, CV, CW and T class loco. The train left Bendigo at 7.00 pm returning to Bendigo at midnight. (KW)

Heathcote rail land: The Mclvor Shire Council is to take a new look at land in Heathcote which VicRail is offering for \$39,300. The land is part of the former railway line through the town and the former station. (FS)

ALBURY LINE & BRANCHES

Support for Tocumwal standard gauge: Federal Transport Minister, Mr Hunt, has given encouragement to the Tocumwal - Mangalore Railway League in its efforts to get standardisation of the Tocumwal - Mangalore railway line. Mr Hunt said the Federal Government was supporting a study of Standard gauge access to the ports of Brisbane, Melbourne and Geelong. The Tocumwal - Mangalore proposal would be included in this.

The Minister said he was confident the Australian rail system would develop a more robust character and be able to compete with other modes in a commercial environment. Mr Hunt said the government had introduced a main line upgrading program which provided \$70 million in the five years to 1983.

In recognition of the need to upgrade Victoria's public transport network, the Federal Government is providing \$110 million over the next two years for this work. There are three options for standardisation of the Tocumwal -



HARRIS CARS IN THE COUNTRY

Above: B83 approaches Hoppers Crossing with a seven-car set in tow running empty to Geelong for a school sports special to Richmond on Fri.10.4.81.

Below: On the same day, Y165 leaves Somerville on an Up Crib Point local as T406 waits in No.2 road with a four-car set that ran from Frankston to the Naval base at Crib Point. (Both photos John Dare)



Mangalore line. These range from construction of a separate standard gauge line alongside the existing 141 km of broad gauge at an estimated cost of \$49.35 million to converting the present line to standard gauge at an estimated \$2.28 million. (*Shepparton News*, 27.7)

C on Daylight: Due to a shortage of locomotives on the standard gauge a C class loco ran the *Daylight* from Spencer St on 14.8. (PR)

SG goods: The 6.30 pm Down standard gauge goods on 4.8 was hauled by S317 and X48 with a load equal to 58 for 1644 tonnes. The train was later delayed at Seymour with a defective brake van and the train was given permission to proceed to Albury without a brakevan. (CC)

Army special: On 4.8, a special train consisting of 16 flat wagons and one NSW FS car was run from Seymour cripple siding to Glen Geddes, Queensland, conveying a large Engineers detachment of Army personal. The maximum speed of the train was 70 km/h. (KW)

Bright line: The following train sightings were recorded at Myrtleford:

13.8: T382, 2VLEY, 1VBAY, 1VLEY, 4VLCX, 2GY, 4VLCX, ZL2.

17.8: T335, VLEY, 4VLCX, 3VLEY, 3GY, ZL2.

19.8: T382, 3VLEY, 2VLCX, 1VLEY, 1VBAY, GY, 1VBBX, 2VLCX, 1VLEY, 1VLCX, ZF44.

20.8: T351, 3VLEY, 1VBAY, 1VBBX, 4VLEY, 1VLCX, ZL678.

21.8: T321, 4GY, 1VHNA, 1VLCX, 3VLEY, 1VBBX, CA10. (IM)

Inspection train: The Deputy Chairman's tour of inspection was scheduled to run from Spencer St to Wodonga, Springhurst, Wahgunyah, Bright and Yarrowonga and return between 15.9 and 18.9. The usual consist of *Goulburn*, VAM and *Norman* would form the train. (MM)

ORBOST LINE & BRANCHES

Tender: Tenders closed on 19.8 for the purchase and removal of the telephone pole line between Bairnsdale and Orbost. (*Age*)

Ys to Warragul: Due to a shortage of serviceable L classes the 6.40 pm Melbourne to Bairnsdale goods train was run as far as Warragul with Y153 and 162 on 30.7. (CC)

Deputy Chairman's tour: The Deputy Chairman's tour of inspection was scheduled to Orbost and return between 25.8 and 27.8. The train was to be made of the usual consist of *Goulburn*, VAM, *Norman* car. The loco was to be a T class (PR)

YARRAM LINE & BRANCHES

Bus service hearing: Almost everyone in the picturesque Gippsland town of Korumburra was talking of trains on 4.9 and probably has been for some time. Trains have been a hot subject since it was announced that the first Transport Regulation Board inquiry into buses replacing some country passenger trains would be held in the local courtroom.

The hearing came out of a vigorous Union/ALP/Community campaign to stop the axings. The campaign featured the much publicised freight train "hijackings" by the unions. In all, 185 people and groups have lodged objections with the TRB against the two bus companies which applied for a licence to replace the passenger train service.

Many of them crammed into the No.1 courtroom. There were Gippsland rail workers, shire secretaries, train activists, unionists, politicians, would be politicians, senior citizens, housewives and workers who had taken the day off. During the course of the hearing it was even claimed that the replacement bus service would have to travel at illegally high speeds to maintain the time table set by VicRail. (*Sun*, 4.9)

Delays, Derailments, etc.

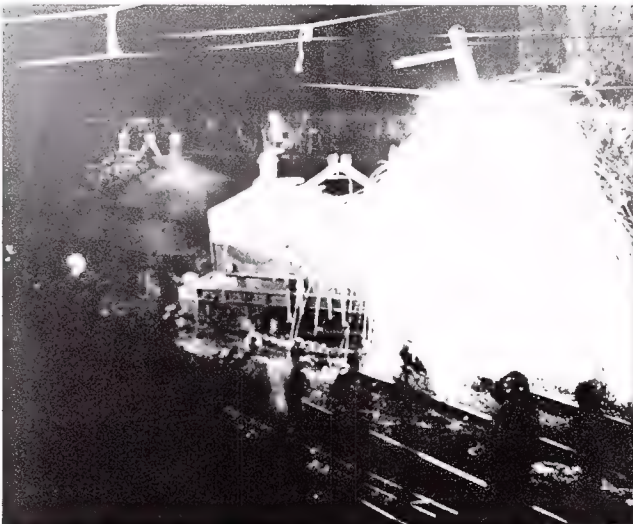
Boort derailment: On 4.8, the 12 noon Up Ultima goods hauled by B63 with a load of 52 GYs equal to 1816 tonnes was derailed by a broken rail. A total of 8 wagons left the track with one being dragged for over half a mile. (PR)

South Dynon incident: Y class number 115 was badly damaged in a shunting accident at South Dynon on 14.8. The loco was hauling a rake of wagons and ran into the side of T class number 411. (IT)

Werribee pass. fails: On 28.8, the 4.59 pm Down Werribee pass. was delayed when loco Y161 became a total failure near Footscray. The train was pushed in the rear by the 5.02 Down suburban train to Williamstown as far as Newport. (SC)

Springvale derailment: The 5.00 pm Up Traralgon goods hauled by L1169 became derailed in the loop siding at Springvale on 31.8. The train loco and four GYs loaded with briquettes jumped the track as the train was taking the siding to clear the way for the 11.34 pm Up Dandenong suburban train. Rerailing was completed at 4.20 am on the 1.9, so there was practically no interruption to the morning peak period. (PR)

Train hits buffers: Six passengers were injured on 4.9, when a train hit platform buffers at Flinders St station. The Epping line train hit the buffers at the end of platform 16. Two minutes after the accident, a signal box at the station failed. The unrelated incidents delayed services on the Epping and Hurstbridge lines for more than 30 minutes. (*Herald*)



An empty cement wagon on an Up Lilydale goods became derailed recently near Laburnum bringing down the overhead. Here we see the damaged staunchion being cut away so rerailing can take place. (Ken Williams)

Where is it?

This station was constructed on one of the early main lines, opened in 1877. It still has a daily passenger service, and, if one is prepared to wait — and sign the necessary indemnity forms — and if the guard will let you on, it is possible to reach this station from both directions without travelling over the same route. If one boards the Mel-

bourne train on a typical weekday, arrival time in the big smoke is 6.20 pm, and the scheduled journey time is 2 hours and 37 minutes. One final clue, it was named after the wife, Rose Okedon, of a run holder nearby. Where is it?



Rollingstock

GENERAL

New sleeper wagons: Wagons coded VQFY and especially built for the purpose of delivering sleepers to lineside locations have been undergoing proving trials on the Western line near Great Western recently and have proved highly successful. Capable of holding near to 500 redgum sleepers, the new wagons enable sleepers to be dumped at a given place at the rate of 500 per hour. The whole operation is carried out by three men, one inside the wagon operating a machine which grasps each sleeper, and with the support of grip chains, throws the sleeper from the wagon. This is aided by a further arm, which allows the sleeper to be pushed severely from the wagon when it is nearing the end of the wagon. (PM)

Dinner in the diner: Many novel ways have been tried by VicRail in disposing of unwanted suburban Tait cars — including burning them, pulling them apart piece by piece and selling them for use as storerooms on farms, etc. However two former Tait D cars have found a new lease of life at Swan Hill and an interesting report has been compiled by reader B G Lewis on their present home.

Swan Hill may have the answer with current VicRail problems associated with on train catering services.

'The Carriages' restaurant in the main street of Swan Hill features two Tait D cars as the dining 'rooms'. Each car is arranged either side of a platform concourse which is roofed with a semi circular train shed, the lower edge of which actually rests on the roofs of the cars. Each car has had all seating and cross partitioning in the passenger area removed, all sliding doors save two (one either end on the same side) blocked up, and 'booth' type seating arranged, 2 and 1 across the car provided to seat 42 diners.

The floor is carpeted red, seating is red plush and red plush curtains adorn the windows. The ceiling is finished in a flat cherry. The extensive timber panelling is retained in a varnished finish, the exteriors retaining the current VicRail red and grey colour scheme although fittings on the car front have been picked out in grey — noticeable improvement. The window blanking pieces as recently applied to Tait cars have all been removed as have the covers over the deck lights — these now being capable of being opened.

Lighting is from the long type ceiling fitments and the luggage racks have been respaced to suit the new booth centres, in one instance being fitted to the door. The menu features railroad flavoured names, however 'sausages and mash' and 'pie and chips' did not seem to be available.

The cars are mounted on their bogies on short sections of track, the truss rods having been removed supplementary supports are fitted to reduce sag. The interior, station concourse and general arrangement are quite pleasing and definitely a bit different from the normal dining room. The car interiors in particular — with the plush red furnishings are definitely different. The two cars are identified as 218D and 218C. They are/were in fact 218D and 220D respectively.

The guard/driver compartments are not used only being accessible from the entrance to the restaurant. All in all a novel and fresh approach for Australia, although on trips to the USA I have noticed that similar arrangements are quite popular, even being used as motels, and at Barstow in California a complete McDonalds establishment exists.

It may be that VicRail could not only improve their on train catering image by fitment of red plush trim but by using old rollingstock for accommodation and take-aways, could even dent the deficit. (BL)

Depot sightings:

Ararat 18.8: B80, S307, T320, 324, 340, 346, 353, 380, 386, 410, W263, X43, Y113, 122, 146.

Ararat 23.8: B85, 75, S303, T353, 365, 367, 371, 375, 409, W263, X43, 53, Y122, 146, 150.

Wodonga 30.8: RM82, Y156, 158. X31 and C501 on stand-ard gauge.

Wangaratta 30.8: Y159.

Benalla 30.8: T326, 342, Y164.

Shepparton 30.8: Y149.

Bendigo 30.8: RM62, T323, 353, 373, 379, 386, 392, X32, 41, Y167, 169, 171.

Maryborough 30.8: T330, 333, 347, 351, 394, X44, Y154.

Ararat 30.8: B61, 75, S300, 306, T343, 367, 381, 385, 388, 391, W260, 263, Y122, 146, 150. (PM)

Brill Railcar Trailer

A recent news item in our June 1981 issue (p.135) referred to the fact that a Brill trailer had left Bendigo for transfer, eventually to the North Williamstown Museum. This has prompted Mr. B. M. Whibley, of Stirling, South Australia, to send us the following further information, for which we thank him.

In 1928, the Victorian Railways purchased from the South Australian Railways a Brill Railcar and Trailer. Details of the two vehicles are as follows:

Railcar: Brill, Model 74, No. 44

* Date first issued to traffic (SAR Broad Gauge Adelaide Division): 22nd March, 1928.

* Date sold to Victorian Railways: 4th June, 1928.

* Engine: Six cylinder, 186 bhp Winton 110 petrol engine.

Trailer: Brill, Model 75, non-powered Railcar Trailer No. 200.

* Date first issued to traffic (SAR Broad Gauge Adelaide Division): 24th April, 1928.

Opposite: 200MT at Newport Workshops. 8.9.81. (Richard Kues)

* Date sold to Victorian Railways: 4th June, 1928.

Both the Railcar and the Trailer retained their South Australian Railways road numbers, and were Victorian Railways 44RM and 200MT.

The builders of the vehicles were J G Brill & Co of the United States of America and the South Australian Railways Islington Workshops.

After trials on the Deniliquin line in 1928 the Railcar and Trailer went into regular service on the Echuca - Toolamba line. In 1944, 44RM was badly damaged in a level-crossing accident, and was withdrawn from service.

The DERMs were not placed into service until late 1928, which makes 200MT several months older than these rail-motors and trailers.

Why not subscribe and have *Newsrail* home delivered?

DETAILS: A.R.H.S. Membership Officer
Box 5177A, G.P.O. Melbourne 3001

Trawalla - Beaufort 1910



BEAUFORT: When the dust had settled, Y413 and old A204 ended up at very unusual angles.

The above area provided quite a spectacular scene for the local railfan from Thursday, 3.2.1910 until 9.2.1910.

On the 3rd, a derailment occurred at Trawalla as the 5.15 pm Up goods ex Ararat hauled by D^D616 and O149 with 35 vehicles became derailed while passing over points. Both locos and six trucks were derailed, the main line was blocked for some time and while one driver was thrown from his loco, no one was killed.

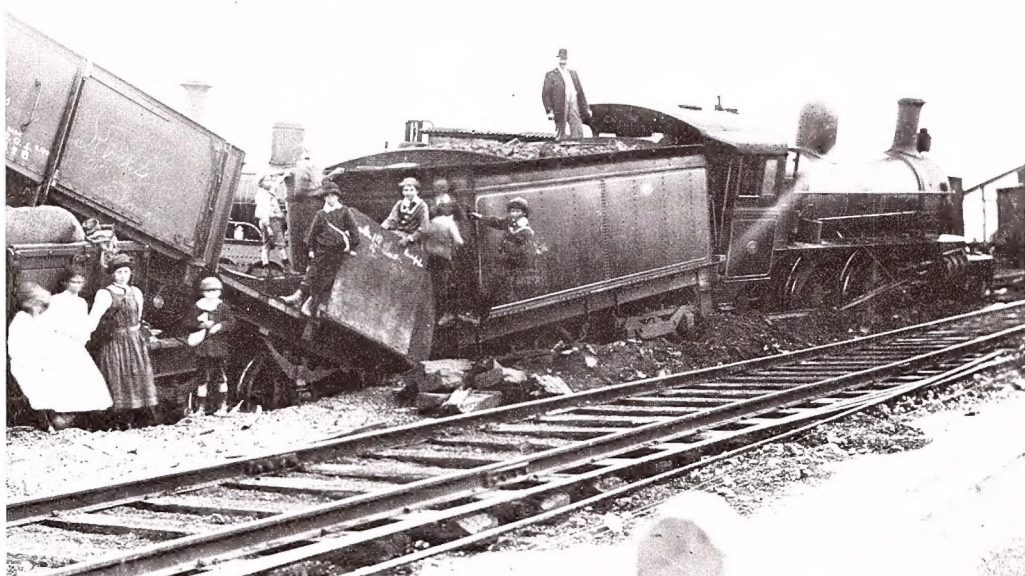
Two days later, on 5.2.1910 the 11.30 pm Up Stawell goods ran away down Beaufort Bank account defective brakes. As a loco was sitting in the platform road the runaway was put through No.2 road with spectacular results.

The train was hauled by Y413 and old A204 with a load of 32/504 and when it hit the buffers the locos telescoped into each other. The crew on the second loco died instantly while the fireman of the leading loco died 4½ hours later. The leading driver, though badly injured, survived. The main line was still clear so the stationmaster at Beaufort telegraphed Ballarat for a casualty van and Trawalla to get a steam crane. Unfortunately the steam crane was damaged the same day and was unavailable.

On 9.10.1910, a guard's van on a goods was derailed at Beaufort, fortunately without causing injuries.

TRAWALLA: O149 lays pointing towards the paddock while D^D616 points the right way.





TRAWALLA: The children play around the damaged wagons while D⁶16 is inspected for damage.
(All photos Museum Collection)

Taildisc



READER'S QUERIES

[Any reader with the necessary knowledge is invited to submit suitable replies to any question raised — Editor]

New wheels: Are the disc wheels that have been fitted to many wooden country cars from scrapped Tait carriages? Some bogies even have a mixture of disc and spoked wheels. (GR)

Staff exchangers: What lines have automatic staff exchanges?

Geelong - Warrnambool, Rockbank - Serviceton, Mangalore - Wodonga. — Editor.

Turning facilities: What stations today have turntables or triangles? (GMCL)

Turntables: Nyora, Foster, Traralgon, Seymour, Benalla, Wodonga, Woodend, Bendigo, Wycheproof, Ballarat, St Arnaud, Ararat, Dimboola, Geelong, Colac. Triangles: Serviceton. — Editor.

Yarram line: Is the section of line between Yarram and the Barry's Beach line still open to traffic? (RAH)

The Yarram line is still intact and the line to Barry's Beach and Yarram is open for wagonload traffic only. A bus service provides the passenger requirements on the Yarram line and small goods traffic is delivered by road from Sale. — Editor.

Rail speed record: While Victoria worries about its railways, France is producing trains that run so fast that they will be a challenge to air traffic. In February this year, the new TGV high-speed train, running at 380 km/h, allowed French Railways to set a new world speed record. The record was made on one of the completed sections of the new Paris - South-east line and it topped the former rail speed record which French Railways itself established 20 years ago. (IB)

NSW rail journeys increase: An extra 80,000 train journeys are being made every week in NSW, the Premier, Mr Wran, said. Mr Wran said preliminary figures for the last financial year showed an estimated 212.9 million passenger journeys on the NSW railways. This compared with 208.6 million passengers in the previous year. Mr Wran said the

revival in the railways was due to a \$1000 million investment by the government over the past five years. (*Herald*, 17.8)

Colourful grain train: Recently the Australian National Railways ran a barley train from the small station of Karoonda in South Australia. Nothing really unusual in that except that this train was the first to be completely painted in AN's new colour scheme. The grain hopper wagons and the two 930 class Alco diesels represented a colourful sight as they posed beside the largest structure in the town of Karoonda — the wheat and barley silos. AN made good publicity out of the train with one news team even following the train in a helicopter. Eventually all AN's rollingstock will be painted in the new green and gold colour scheme. (KW)

RAILWAY QUIZ:

Last month's answer: The photograph was of the Up distant signal at Frankston.

This month's question: A goods train travels from Orbost to Seymour, Echuca, Bendigo, Inglewood, Maryborough, Ararat, Heywood and finally to Mount Gambier. The consist is not altered and the van was trailing leaving Orbost. At which end of the train is the van when it arrives at its destination?

ANSWER TO WHERE IS IT?

The old weatherboard station building is at Rosedale on the Orbost line, the main line to Sale having been opened in 1877. It is the *Gippslander*, of course, which provides the rail passenger service and although it is possible to travel to Rosedale by VicRail bus, the intrepid rail traveller could also reach it via the Maffra loop line. The back half of the building is occupied by the stationmaster's residence which can be seen behind the yard fence at the left hand side of the photo. Rosedale was built in 1881 and is a very good example of a common station design which may also be seen at such locations as Charlton, Warrenheip, Mangalore and Murchison East.

Take a well earned holiday on the new "Ghan"

Ansett Airlines can make this possible.

Visit such places as Cooper Pedy, Port Augusta, The Olgas, Ayers Rock, Alice Springs and finally an exciting train journey on "The Ghan" to Adelaide.

Your holiday includes: Air Travel, Pioneer Coach Travel, "The Ghan" Rail Travel, sight-seeing and tours, twin share accommodation.

FROM ONLY \$789.00

Prices subject to change without notice.

For further details contact



Telephone 342 2133

THE RAILFAN SHOP

- BOOKS • MAGAZINES
- MODELS • RECORDS
- SLIDES • PHOTOGRAPHS

NEW AND SECONDHAND

NEW ADDRESS!

**632 BOURKE STREET,
MELBOURNE, 3000
Telephone: 67 2480**

CLASSIFIED ADVERTISEMENTS

For details on how to place your advertisement and charges see p.227.

FOR SALE

P.J.M. Australian Scene Kits. Loco bodies: VR X-class, \$9 each; VR C-class, \$15 each; VR Y-class, \$8.50 each; VR T-class series 1, 2, 3, \$8 each. Post and packing free, mail order only. Contact **Peter Morley**, 91 Harp Rd., East Kew 3102. Phone: 859 2106.

If YOU are interested in Railway why not join the
**AUSTRALIAN RAILWAY HISTORICAL SOCIETY
Victorian Division**

Write to the MEMBERSHIP OFFICER
BOX, 5177AA G.P.O. MELBOURNE 3001

Do you find you have nothing to do on Tuesday nights? Why not visit the ARHS Archives on the Down platform at Windsor from 8.00 pm. See you there!

A.R.H.S. RAILWAY MUSEUM

Open Sat. - Sun. and public holidays 2 - 5 pm

Mid-week visits by arrangement: Tel. 89 1053

Miniature Live Steam rides:

4th Sunday of month — Feb. - Nov.

CHAMPION ROAD, NORTH WILLIAMSTOWN

BRANCH LINE

**YOUR COMPLETE MODEL RAILWAY
HOBBY CENTRE**

**498 Dorset Road, Croydon, Vic. 3136
Phone: (03) 723 1211**

OPENS: 10 am MON.-FRI. — 9 am SAT.

CLOSES: 6 pm MON.-THURS. — 9 pm FRI. — 1 pm SAT.

*model railway supplies, repairs,
magazines and books.*

ARCADE SIGNAL BOX

SHOP 8, FOLEY'S MALL

445 SYDNEY ROAD, COBURG, VICTORIA 3058

Phone: 354 8519

TRAIN WORLD

624 Hawthorn Road, East Brighton 3187. 578 5546.

OPEN: MON.-SAT. 9 a.m. to 5 p.m. and late (9 p.m.) Fridays

Magazines/Books: Australian, USA, UK — Direct Importers.

Model Trains from U.S.A./U.K. Good range always in stock.
New and used models. Bankcard welcome.

Mail Order Lists available for 24c stamp.

HOBBYCRAFT for Model Railways

"N" GAUGE A SPECIALTY

**1351 Burke Road, East Kew 3102
Phone: (03) 80 3241**

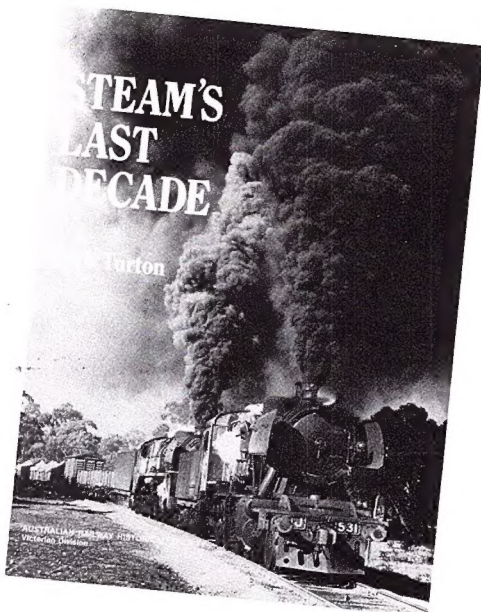
THE AUSTRALIAN RAILWAY HISTORICAL SOCIETY Victorian Division

*Have much pleasure in announcing the
release of their latest production*

STEAM'S LAST DECADE

This is another of Keith Turton's popular
books and looks at Steam in Victoria
from 1958 until it was withdrawn from
regular service in 1968.

144 pages lavishly illustrated with over 140
photographs, this book covers all districts of the
State and shows an X class on the North-East, A J
class on an Up Orbest goods, double-heading
around Maryborough and much more . . .

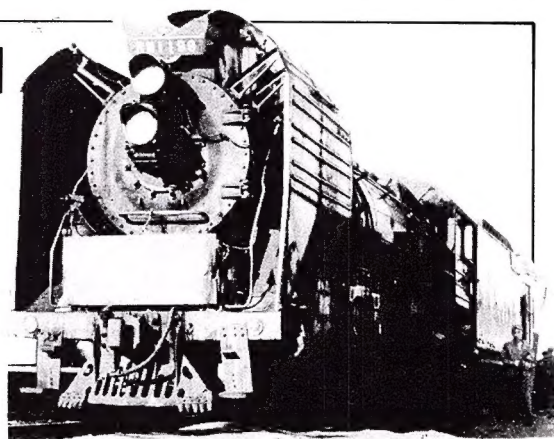


Printed on high quality matt art paper and measuring 295 mm x 215 mm this hard-covered book is
offered at a **special pre-publication price of \$10.50**. This offer will be valid until 30th November,
1981. So don't delay, post your order today to A.R.H.S. Sales Department P.O. Box 333, Box Hill,
Victoria, 3128 and be sure of getting your copy.

HONG KONG - LONDON — BY RAIL

*Via China — Mongolia —
Russia — Poland and
Germany*

JOIN THE . . .
EXCITING CENTRAL KINGDOM EXPRESS
FOR A 41 DAYS OVERLAND ADVENTURE,
MONTHLY DEPARTURES
APRIL-OCTOBER, 1982 — **\$4035**



**OR RIDE THE 20-DAY RED ARROW EXPRESS — 13 DEPARTURES
APRIL-OCTOBER, 1982 — \$2230**

2 COMBINED RAIL-AIR ITINERARIES ALSO AVAILABLE

17 DAY TIEN AN MEIN EXPRESS **\$2230**

39 DAY GOLDEN ROAD TO FAR CATHAY **\$3476**

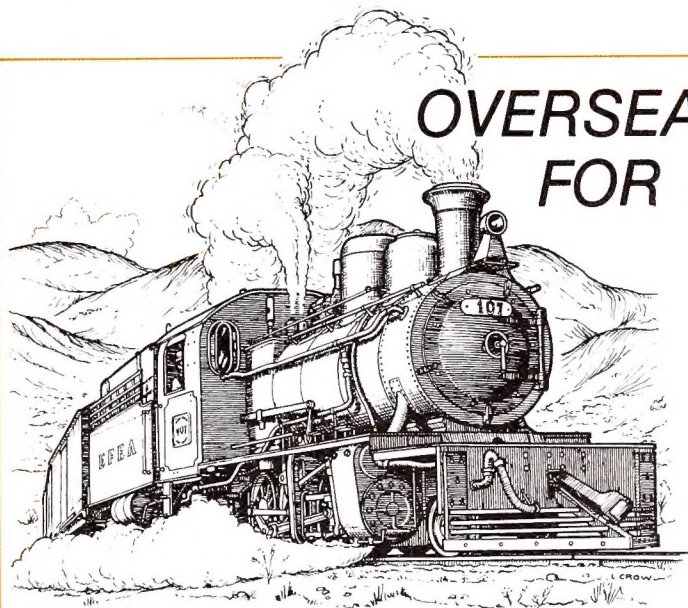
OTHER RAIL JOURNEYS ARE 40 DAY CAPE COD TO CAIRO **\$3960**

AND 30 DAY RAJ EXPRESS — PAWALPINDI-COLOMBO **\$2520**

Ring now for brochures and bookings:

CROYDON TRAVEL CENTRE

34 MAIN STREET, CROYDON, VICTORIA, 3136. PHONE (03) 725 8555



OVERSEAS HOLIDAYS FOR AUSTRALIAN RAILFANS

This powerful little Henschel 2-8-2 is just one of the locomotives our South American tour group will see whilst visiting the famous 2' 6" gauge Esquel branch in Southern Argentina next year. Imagine seeing this sight in your camera viewfinder!

THE A.R.E. PROUDLY OFFERS THE WORLD'S RAILWAYS TO YOU!

Between Christmas 1981 and mid 1983, the Association of Railway Enthusiasts is offering a choice of nine different international holidays for train lovers. The tour programme offers something for everyone, no matter what his or her specific interest. As on all overseas tours, each country to be visited has been thoroughly researched beforehand and the best features selected for your enjoyment.

You will benefit from discounted group fares, visits to depots and other railway installations normally closed to the public and a specially prepared tour booklet which will give background information and detailed descriptions of the lines and areas to be visited. In some countries, it is possible for the A.R.E. to charter special steam trains or trams, whilst even arranging for steam to operate on normally dieselised lines! Most tours offer ample free time to pursue tourist or other activities at one's own will. We feel sure that the average railway enthusiast is able to achieve far more on these tours than if they were to travel as an individual.

All tours on the programme are suitable for married couples.

Over the past 10 years we have despatched 47 groups of railfans to overseas destinations. Well over 1100 passengers have travelled, and of these, no less than 400 have been **repeat** bookings. At least 37 persons have been on more than **three** A.R.E. tours. These repeat bookings are sure testimony to the unforgettable experiences which these specialised holidays offer.

A.R.E. parties have now visited 50 countries in 6 continents and flown with 43 different airlines. These figures speak for themselves and it can be seen that the A.R.E. Overseas Tours have now built a solid reputation for their professionalism, comprehensiveness, excitement and companionship. So if you're thinking of your next holiday, why not consider joining us and thrill to the fascination of railways in other lands, after all, we are offering the world's railways to you!

TOURS PROGRAMME — OUR UPCOMING DEPARTURES

1. **NEW ZEALAND** — *Departs 26 December, 1981.*
2. **EASTERN EUROPE** — *Departs 7 May, 1982.*
3. **SOUTH EAST ASIA** — *Departs 22 May, 1982.*
4. **SWITZERLAND/AUSTRIA** — *Departs 7 August, 1982.*
5. **PEOPLES REPUBLIC OF CHINA** — *Departs 11 September, 1982.*
6. **SOUTH AMERICA** — *Departs 4 October, 1982.*
7. **SRI LANKA, SOUTH AND EAST INDIA** — *Departs 27 December, 1982.*
8. **ZIMBABWE, SOUTH AFRICA AND KENYA** — *Departs 26 March, 1983.*
9. **BEST OF BRITAIN AND WESTERN EUROPE** — *Departs 29 July, 1983.*

For details of Tours write to:

A.R.E. OVERSEAS TOURS, P.O. BOX 187, CROYDON, VICTORIA, 3136.

THE ASSOCIATION OF RAILWAY ENTHUSIASTS